

U.S. DEPARTMENT OF ENERGY



OFFICE OF AVIATION MANAGEMENT



COMPREHENSIVE AVIATION PROGRAM STUDY (CAPS)

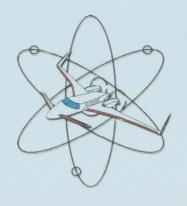
PHASE TWO



AUGUST 6, 2001







U.S. DEPARTMENT OF ENERGY OFFICE OF AVIATION MANAGEMENT

COMPREHENSIVE AVIATION PROGRAM STUDY (CAPS)

PHASE TWO FINAL REPORT

AUGUST 6, 2001

Executive Summary

The Department of Energy (DOE) conducted the Comprehensive Aviation Program Study (CAPS) to characterize its aviation missions and assess the cost-effectiveness of the aviation services provided to the operating programs. The study was divided into two separate efforts; each was headed by a member of the Office of Aviation Management (OAM). The CAPS I team determined the extent of required aviation activity and validated the types of aviation operations required to support the missions of DOE programs using aviation resources. The CAPS II team conducted a cost analysis of the DOE's aviation services to determine the types of aviation assets or services required to carry out its missions. This report documents the results of the CAPS II study.

This study included the entire DOE complex and examined all aviation services. However, the use of scheduled commercial airline and charter aircraft services was excluded. CAPS II examined the aircraft operations at the Albuquerque (AL), Nevada (NV), and Savannah River (SR) Operations Offices as well as the Pacific Northwest National Laboratory (PNNL) to assess fleet utility and mission effectiveness. CAPS II incorporates by reference the previously published Office of Management and Budget (OMB) Circular A-76 Study completed by the Western Area Power Administration (Western). The study does not include the Bonneville Power Administration (BPA) since it intends to perform a separate aircraft A-76 Study as directed by OMB.

At each location, the CAPS II team answered these questions:

- 1. Can the present aircraft effectively and economically meet mission requirements? If not, what aircraft should be used?
- 2. Are the aviation costs appropriate? If not, what are management's options to reduce costs.

The results of the CAPS II study are summarized in Table E-1.

<u>Albuquerque</u>

The AL aircraft fleet consists of two Douglas DC-9s, a Gulfstream III (G-III), a Beechcraft King Air B-200C, a Lear 35, and two DeHavilland DHC-6s. The DHC-6s were found to be adequate for their scientific research missions. However, the primary AL aviation mission to support its Transportation Safeguards Division (TSD) is currently escalating significantly, resulting in a sustained increase in the level of service required. AL should retain the current fleet, except for the B-200C, and add an additional heavy transport aircraft and a cargo capable light jet aircraft in order to meet the TSD's future needs for the weapons surety and emergency response missions.

The mission of the Lear 35 will increase due to additional movement of Life Limited Components (LLCs) and support for quality of life missions for TSD courier units. Historically, the Lear 35 has been heavily in demand; the B-200C has been used as a backup aircraft. However, the B-200C is an inadequate substitute on trips beyond 600 miles or where time is a constraint. The range, load capacity, and speed of the B-200C make it inefficient for present and future missions, and CAPS II recommends transferring the B-200C to NV and modifying it to support the Remote Sensing Laboratory (RSL) mission. AL needs an additional aircraft with the Lear capability. CAPS II believes that for standardization of crew requirements, training, maintenance, and parts support, the purchase of another Lear 35 with a cargo door is the appropriate choice. The estimated purchase price of a used Lear 35 is \$3,425,000.

The mission for the heavy lift DC-9 aircraft will increase beginning in 2001 to support an increase in LLC movements and an increase in the number of TSD courier units from four to six. The increase in flight requirements will result in a short fall requiring one additional aircraft of the DC-9's size to meet this need. To standardize the fleet, thus reducing training and maintenance costs, CAPS II recommends purchasing a DC-9-30 series aircraft in FY 2002 for an estimated cost of \$4,000,000. Due to the lead time necessary to fund such a purchase, a lease or lease/purchase arrangement may be necessary in the near future to meet the mission need.

Assuming the General Services Administration (GSA) approves an exchange sale, the cost for acquiring these two additional aircraft would be largely offset by the sale of the NV B-200, BO-105s, and Cessna Citation (See NV Section). This exchange sale will net an estimated \$6,635,000 to offset the estimated purchase price of \$7,425,000 for a DC-9-30 series aircraft and a Lear 35. Thus, the cost to taxpayers to purchase the two aircraft will only be approximately \$790,000.

CAPS II reviewed the AL aviation-related costs and identified a number of problems with how costs were reported. Several options to lower costs were evaluated and the CAPS II team recommends contract reform with fleet modernization as the best method to lower costs. However, if contract reform fails to lower costs, conversion to a Federal workforce would be advantageous to both DOE and the taxpayer.

Nevada

Since the completion of the CAPS II draft report for NV, the cognizant Program Office (SO-40) for RSL has made program decisions affecting the results of the NV study so that the original recommendations are no longer valid. As a result, a Preface has been added to the NV section of this report to reflect the change in programmatic direction.

The NV aircraft fleet supporting the RSL consists of two Bell-412 and four BO-105 helicopters, two Beech King Air B-200s, and one Cessna Citation II aircraft. The NV fleet mix does not adequately support the current mission. The BO-105 helicopters are no longer in the active fleet, and the Cessna only flew 150 hours last year, primarily for agencies other then DOE. To

improve mission support, standardize the fleet, and reduce costs, the CAPS II team recommends that the BO-105 helicopters, the Cessna Citation, and one B-200 be sold in an exchange sale through the GSA. The money received from the sale of these aircraft should be applied toward the purchase of aircraft needed to upgrade the AL fleet. Since only one of the NV B-200 aircraft is modified to carry the sensors for the present RSL mission, they are not used equally. Another B-200 should be modified to provide additional capability. However, rather than modifying the existing NV aircraft, CAPS II recommends that the AL B-200C aircraft be transferred to NV and modified to carry sensors. The AL B-200 is no longer adequate to support the increasing AL mission. However, it contains a cargo door that the NV aircraft does not have which will allow easier and faster sensor installation and greater mission flexibility. When this recommendation is complete, NV will have two modified B-200 aircraft for the present RSL sensor missions. The third, unmodified NV B-200 should be sold.

A comparison of NV aircraft operating costs with average industry costs for similar operations shows that NV has high overhead costs. NV has made a concerted effort to lower its overhead costs and has modified its cost accounting and reporting procedures to comply with the GSA requirements for reporting aircraft costs. However, the CAPS II Team believes that NV needs to make more progress in lowering its operating costs.

Savannah River

The DOE -owned fleet at SR consists of two Eurocopter BK-117 helicopters used primarily for a security mission, and secondarily for an environmental management mission. The security mission is mandated by the classified Site Safeguard and Security Plan. Analysis of SR flight operations shows the BK-117 helicopters have sufficient capability to meet all security mission requirements. The CAPS II team analyzed several options to meet the SR mission. A life cycle cost analysis indicated that the present fleet of BK-117s could be operated for \$2,000,000 less than the other options. Therefore, CAPS II recommends maintaining the current fleet.

The cost analysis of the SR aviation operation showed sound cost collection procedures. However, costs could not be applied to individual aircraft, and errors were found in the cost reports sent to DOE and GSA. After CAPS II-applied accounting corrections, the costs of operating the SR aircraft compared favorably to commercial operations. SR is in the process of implementing the new aviation accounting and reporting standards required by GSA. When these reforms are implemented by the end of FY 2001, SR will have eliminated its accounting and reporting problems. No further action is needed.

Pacific Northwest National Laboratory

PNNL operates a Gulfstream I (G-I) aircraft owned by the Management and Operating (M&O) contractor, Battelle Memorial Institute. The aircraft is used for missions related to atmospheric chemistry and is heavily modified for sensors. After review of PNNL aircraft operations and associated costs, the CAPS II team believes the G-I is the best choice for the PNNL program and

its reported costs are accurate. PNNL should ensure that the GSA aviation accounting and reporting standards are implemented. No further recommendations are made for PNNL.

Western Area Power Administration

The aircraft fleet owned and operated by Western consists of two Bell 206s and one Bell 407 helicopter for powerline patrol, maintenance, and emergency response to power outages. Western conducted an A-76 Study, approved in 1998, and has implemented the study recommendations by reducing its fleet from five to three helicopters. The CAPS II Team agrees with the A-76 Study and makes no further recommendations. This study and the analysis of Western's operations re-validate the existing A-76 Study and extend its life until 2012 or until Western's management chooses to restudy its aviation program, whichever comes first.

Table E-1 CAPS II Executive Summary

	l able E-	CAPS II EXECU	ive Summary	
Aviation Services Unit	Cost Effectiveness Assessment	Assigned Fleet	CAPS II Disposition Recommendations	CAPS II Acquisition Recommendations
Nevada (NV)	Need more progress in	Bell-412 (2 each)		
Operations Office	lowering overhead costs	BO-105 (4 each)	Sell	
		B-200 (RSL modified)		
		B-200 (unmodified)	Sell	Replace with cargo door version from AL and modify for RSL mission
	:	Cessna Citation II	Sell	
Albuquerque (AL)	Need contract reform and fleet modernization	DC-9 (2 each)		Buy additional DC-9-30 Series
Operations Office		B-200C (with cargo door)	Transfer to NV and modify for RSL mission	
		Lear 35		Buy additional Lear 35
		De Havilland DHC-6 (2 each)		
Savannah River (SR) Operations Office	Need continued progress in cost reform. Implement GSA aviation accounting and reporting standards	Eurocopter BK-117 (2 each)		
Pacific Northwest National Laboratory (PNNL)	Need to ensure implementation of GSA aviation accounting and reporting standards	Gulfstream I		
Western Power Administration	Need to ensure implementation of GSA	Bell 206 (2 each)		
(Western)	aviation accounting and reporting standards	Bell 407		
Bonneville Power	Need to ensure implementation of GSA	Bell 206 (5 each)		
Administration (BPA)	aviation accounting and reporting standards	B-200B (2 each)		

Table of Contents

Executive Summary	Page ii
Introduction Scope Methodology Analysis - General Conclusion - General	Page 1 Page 3 Page 3
Albuquerque Operations Office	ıg
what is the optimum fleet mix and what specific aircraft should be used?	Page 18
Nevada Operations Office	
requirements?	e Page 49 Page 55
Western Area Power Administration	Page 72
Savannah River Site	Page 73
requirements with a full load of personnel and equipment? If the present fleet cannot meet optimum mission endurance requirements with a full load of personnel and equipment, what other aircraft are available to meet the requirements? Is the cost justified?	Page 74
Richland Operations Office Pacific Northwest National Laboratory - Battelle Memorial Institute	Page 82
Appendix I	Page 85

Introduction

The DOE conducted CAPS to identify its aviation missions and evaluate the cost-effectiveness of the aviation services provided to the operating programs. According to the OMB and the GSA, this is the first time a Federal department has performed an agency-wide study of its aircraft services that includes an OMB Circular A-76 analysis and life cycle cost analysis.

Specifically, the purpose of CAPS was to:

- Hentify, quantify, and validate the aviation mission activity necessary to support the operating programs.
- Determine DOE's current aviation activity, including that of its contractors, and measure its actual cost to the taxpayer.
- Project the amount and future cost of aviation services for the study period, fiscal year (FY) 2002–2011.
- Identify and quantify reasonable alternatives, in terms of fleet aircraft mix, management structure, and fiscal accountability, to achieve the mission, then recommend the most effective and efficient alternative to management.

The CAPS Iteam determined the extent of needed aviation activity and validated the types of aviation operations required to support the missions of the programs using aviation resources. The CAPS II team conducted a cost analysis of the DOE's aviation services to determine the types of aviation assets or services required to carry out its missions. This report documents the results of the CAPS II review.

Scope

The CAPS II review included the entire DOE complex¹ and examined all aviation services, whether purchased as turnkey services from a vendor or generated internally using Government-owned aircraft. It excludes the use of scheduled commercial airline service such as American Airlines, United Airlines, etc. Fleet aircraft operations under the operational control of the NV, AL, and SR Operations Offices were examined in detail for their utility and cost effectiveness in performing their present missions. In addition, the team examined the PNNL's use of

The BPA was scheduled to complete its own study of its fleet. Since the BPA flight activities only affect BPA's limited mission, the results of its study findings are not expected to affect this report or vice versa.

contractor-owned and -operated aircraft and reviewed the previously published OMB A-76 Study² completed by Western.

Although several offices within the DOE complex use charter aircraft, including Headquarters, Operations Offices, and Power Marketing Administrations (PMAs), CAPS II did not include charter operations in the study. All charter and aircraft service contracts are procured through open market competitions. These transactions are for one-time or short-term use of an aircraft, not long-term operation or maintenance contracts. When the services provided by these charter aircraft are competing with DOE fleet aircraft for the same flight(s), DOE performs a flight-by-flight cost analysis to ensure the most cost-effective choice is made. This process is described in the DOE Aviation Implementation Guide (Draft), dated July 1996 and is consistent with the mandates of OMB Circular A-126 and 41 CFR 101-37. In addition, the charter and contract flight operations historically comprise less than 5 percent of DOE flight costs. For these reasons, the CAPS II team concluded that no material gain or increased efficiency was likely by changing the present practices, and so charter operations were not included in the study.

Likewise, foreign charter aircraft were excluded from the study. DOE and its operating contractors charter foreign aircraft when scheduled commercial service is not available to fulfill mission needs or is not satisfactory for reasons of safety or utility. Foreign charter carriers are assessed by OAM on the same basis as domestic charter carriers, and procurement competition is sought in the open market. These processes result in the most cost effective service to DOE so foreign charter services were also excluded.

To improve the safety, surety, and ease of procurement for charter operations, OAM plans to implement a database reference system that lists approved aircraft service providers. Its implementation is planned for FY 2001.⁵

Aviation Services Study - A-76, Western, June 1998.

The DOE Aviation Implementation Guide was published in draft during July 1996. Although the Guide has been in use throughout the Department as a procedures document, it has no formal status.

Foreign country carriers that do not meet the standards for approval under the Federal Aviation Administration (FAA) International Aviation Safety Assessment Program are not satisfactory for DOE use.

OAM plans to establish and maintain a database of approved aircraft service providers who meet the DOE standards for transportation and for special mission operations. The information in the database will include those vendors who have successfully provided service to DOE as well as those who have been determined to meet the strict standards of safety and operational competence required by DOE.

Methodology

The study team traveled throughout the DOE complex and interviewed contract managers, aircraft pilots, mechanics, administrative staffs, finance specialists, scientists, researchers, engineers, and other related professionals. The CAPS II team also interviewed fleet aircraft managers, their customer organizations, and Headquarters program managers to gather information. This process was complicated by the reorganization of DOE into traditional organizational functions and the creation of the National Nuclear Security Administration (NNSA). This reorganization occurred during the data gathering and analysis portions of the study. Adjustments were needed to incorporate the differences in management philosophy and program projections under the NNSA managers.

The CAPS II team examined, in detail, records and reports relating to aircraft use, accounting practices, planning and budgeting, and cost. The team used the flight mission information provided by CAPS I to quantify DOE's prior aircraft use and project its future utilization. The team also conducted extensive research into alternative means of acquiring needed aviation services.

All aircraft costs gathered by the CAPS II team were first segregated by aircraft. They were then rolled-up into the Government-wide Federal Aviation Interactive Reporting System (FAIRS) aircraft cost categories as defined in the FAIRS instructions. Regulations mandate that all Government agencies use FAIRS. These categories are also recommended by GSA in the "Aircraft Cost Accounting Guide."

The CAPS II team spent a significant amount of time in identifying programmatic costs that had been mistakenly included in the reported aircraft operations costs. For instance, specific sensor installation modifications to an aircraft airframe were included in aircraft operation costs rather than reported as programmatic costs. The intent in segregating these programmatic costs from the aviation program costs was to develop 'pure' aircraft costs that could be compared to similar aviation costs in the private sector, the military, and/or organizations with Inter-Service Support Agreements (ISSA).

Analysis - General

This report, including the data analysis, is arranged by geographical location since DOE aviation resources are commonly viewed this way. This arrangement recognizes the unique mission assignments and management structures in place at each location.

For each location, CAPS II questioned whether the current aircraft could meet its mission requirements, and, if not, what aircraft should be used. The current aviation operation costs were also examined to see if they are appropriate, and, if not, what options management has to reduce the costs.

Can the Current Fleet Meet Its Mission Requirement?

In order to determine whether the current aircraft could meet its mission requirements, the capability and economy of each fleet aircraft to contribute to the needed aviation support was assessed. Then, the team investigated alternative means of acquiring this needed aviation support. As part of this analysis, CAPS II identified a future fleet model to represent a modernized aircraft fleet capable of meeting its future mission requirements. The model also disposes of inefficient aircraft. Additionally, the team used the future fleet to determine the expected costs of alternative options for aviation support. These models compare the cost of contractor operations versus Government operations, but this information is presented for illustrative purposes and is not intended to indicate any intent to convert operations. The cost for these models assumes that contract reform, if needed, is in place. The results of this analysis are shown in detail in the site-specific sections of the report.

Are the Current Aviation Costs Appropriate?

During the cost analysis, three distinct software programs were used to determine costs; each resulted in unique data. In reviewing these results, one should not rely exclusively upon one program but should examine all of them. Each program produced statistical tables that were used to compare options for aviation support. The following software packages were used in the study:

The Aircraft Cost Evaluator – It is a commercial software program that compares + aircraft by make, model, the year of manufacture, and type of use. This program contains historical aviation industry use and cost information that can be used for comparative purposes. The information is averaged by the program, then used to compare two or more different aircraft used in the same manner. For example, the program is especially suited to compare the relative costs of several helicopters with similar capacities and flight characteristics. The results of the analyses are presented as tables of direct costs, those that are driven by the number of flight hours, and fixed costs, those occurring regardless of flight hours. The program is limited by its inability to consider some unique Government requirements such as extended or abnormal crew duty hours (such as 24-hours-per-day readiness), low flight hours (emergency response missions), extensively modified aircraft, or missions other than point-to-point transportation. For this reason, the absolute costs presented by the program are not reliable for budget planning, but the comparisons between the costs for two or more makes and models of aircraft will be appropriate. After applying suitable adjustments for insurance, depreciation, and other costs that differ due to Government aircraft usage, the program yields a useful comparison between average corporate aircraft costs and similar DOE fleet aircraft costs. This process can be used to identify current costs that appear outside the industry norms for similar aircraft or to determine the aircraft that would be the best value for a particular use. For example, the costs of maintenance, crew, fuel, other expendables, and miscellaneous overhead expenses can be directly compared for several types of aircraft

slated for the same mission. In this comparison, if each of the candidate aircraft is capable of performing the mission, a simple but effective cost comparison can help eliminate the more expensive aircraft from further consideration. The Aircraft Cost Evaluator offers comparisons of costs today but not into the future. The information from this program is used to feed *Life Cycle Cost* -2000, which details future costs.

- **+** Life Cycle Cost – 2000 - It is a new commercial software program that facilitates the cost, budgeting, financial analysis, and projection of aircraft cost by make, model, the year of manufacture, type of use, the category of ownership, and type of financing. This program is especially flexible in allowing the analyst to tailor default costs to reflect actual costs experienced by an aircraft as well as adjust the algorithms that control the internal calculations of the program. For example, the formulas used to depreciate a particular aircraft over a specific period of analysis can be adjusted to reflect the historic depreciation curve for that make and model of aircraft. The program also accommodates extended or unusual costs associated with standby and overtime for flight and maintenance crews, facility costs, and subcontract costs. The analysis results in accurate aircraft costs and real-world projections. The program projects future direct and fixed costs, annual out-of-pocket expenses (used to determine the annual budget), and the total cost of ownership (also called life cycle cost) while including adjustments for inflation. The program can develop a summary of the projected costs for the lease or lease-purchase of aircraft compared with its outright purchase. This process allows the analyst to compare Government-owned/contractor-operated (GOCO) aircraft with Government-owned/Government-operated (GOGO) aircraft in order to determine the most economical type of ownership and operation. Life cycle cost analyses for all "future fleet" aircraft have been included in the appendices to this report.
- A-76 Cost Analysis This Government-owned software program was developed to facilitate cost comparison studies for aircraft ownership and operation. The program compares options for either Government-owned or contractor-owned aircraft as well as Government or contractor operation of the aircraft. This program was developed by Mr. David Darling, an economist employed by Western. The original program, produced in 1996, was upgraded by Mr. Darling in April 2000 to support the current OMB Circular A-76 and Supplement.

Government agencies are required to use the A-76 process prior to the initial acquisition of aircraft or when they want to convert from one form of service to another. A-76 cost calculation comparison follows strict rules using OMB-supplied constants. The process favors the status quo, regardless of whether the work is being performed by the Government or a contractor. The resultant cost summaries provide a ratio for comparison, but they should not be used as future indicators of budget costs or out-of-pocket expenses. However, the results do indicate which is the most cost-effective management structure, government or contractor.

The A-76 Cost Analysis program uses data summarized from the Life Cycle Cost – 2000 program to feed the A-76 process. Using this data, CAPS II has performed an A-76 Study analysis of each fleet aircraft. It compared the expected relative cost of future contractor performance with Federal performance. If management wishes to convert a currently contracted operation to a Federal or in-house operation, a public announcement must be published in the Commerce Business Daily followed by, at least, a 30-day public comment period. Following the comment period, DOE must resolve all comments before proceeding with the conversion. These additional actions, combined with the study's analyses, would satisfy the A-76 requirements. However, there is no expectation of conversion in this report.

CAPS II has used these analytical programs to identify the most cost-effective aircraft to provide aviation support during the study period, FY 2002 – FY 2011. The programs were also used to compare the relative cost of ownership versus leasing an aircraft, Government versus contractor ownership of aircraft, and contractor performance versus Federal performance of aviation support. In some cases, the team also analyzed the cost of other Government agency performance in lieu of DOE-managed operations. These services, termed ISSA's, are recognized in the A-76 process as a legitimate method of achieving needed services based on the total cost to the U.S. taxpayer.⁶ Where this option was considered, CAPS II presented the overall cost in terms of its total cost to the taxpayer.

What Should Be the Cost of DOE Aviation Operations?

As part of the analysis phase, CAPS II examined the cost construction used in aviation contracts and M&O contracts containing aviation responsibilities in an effort to identify possible savings. A business principally receives a return on its investment for those items that are at risk in the marketplace. These items typically include capital funds, inventory goods, capital equipment, tools, facilities, investments in personnel and training, and goodwill. In the case of the DOE M&O contractors, the Government supplies capital equipment, office space, shop space, supplies, computer equipment, software, parking, tools, and utilities. The costs of parts and expendables for operating the aircraft as well as training for aircraft crews and support personnel are directly charged to the Government. The contractor has no capital at risk.

The only risk that an M&O contractor has is the company's good will and the knowledge and skill base of its employees. Whether the employees' knowledge and skill base is at risk is also debatable. In DOE contracts, turnover from one contractor to another has typically involved only changing the company name on the contract and replacing senior management. The direct labor pool of employees remains and rolls over to the new contractor. The new contractor begins operations with a trained, experienced corps of employees, and thus incurs no further investment.

⁶ Compliance with the Economy Act of 1932 and individual appropriations restrictions is compulsory.

In the aircraft service industry or the open market, returns are significantly lower than those for contractors managing DOE aircraft operations, in spite of the lower risks assumed by the DOE contractors. From these returns, the service industry company must recover overhead costs, including all of those items the Government provides to M&O contractors, as well as personnel and payroll administration costs. These returns also include the margin for profit. Because of the differences in overhead costs, the CAPS II team believed that an additional analysis in the form of "should cost" projections was necessary. The team has provided those projections in this report.

"Should cost" projections for the aircraft operations at NV, AL, and SR were constructed based on aviation industry market prices that were adjusted to accommodate the types of flight operations conducted by DOE. Adjustments were made for the actual cost of fuel, cost of subcontracts for maintenance, 24-hour-per-day operations (where applicable), quick reaction standby, simulator training for all pilots, operations under Air Carrier Certificates (where applicable), and other mission-driven anomalies that might cause DOE's costs to differ from the corporate model. In addition to the costs categories that DOE allows in its contracts, the team assigned real-world percentages for operations and administrative overhead. Each of these was assigned a value of 10 percent or more of costs, depending upon location and size of the contract activity. Together, these total 20 percent or more of the costs and are generous, especially for a minimum-risk venture. The contractor should find a reasonable profit from these assigned overhead allowances.

Conclusion - General

CAPS II verified the costs of the DOE aviation operations through several separate methodologies while auditing and analyzing the contractor operations. From the analysis, the CAPS II team concluded there was a difference between corporate and DOE costs for the same type of aircraft, and it varied from one geographic location to another. The aircraft at NV, AL, and SR are all Government-owned and operated by contractors. At the contracted sites, the team noted that the annual out-of-pocket cost for each type of aircraft was significantly higher than for corporate use of similar aircraft.⁷ This higher cost was not explained by the profit or fee paid to the DOE operating contractors. At Western, the costs of its GOGO aviation services are less than comparable contractor-owned/contractor-operated services (COCO).

Using Life Cycle Cost and OMB Circular A-76 cost methodologies and industry comparisons, this report presents the most viable options for achieving a safe, effective, and efficient aviation program for the next 10 years. The cost drivers for each location are discussed in their respective sections of this report and recommendations to control costs are offered.

⁷ Aircraft Cost Evaluator, Conklin & de Decker, Orleans, MA, Spring 2000.

Albuquerque Operations Office

Albuquerque operates seven airplanes in support of weapons surety, emergency response, science, and administrative management. The fleet moves approximately 1,500,000 pounds of sensitive cargo each year as well as 10,000 - 15,000 passengers. The cargo shipments have a high priority and consist primarily of sensitive weapons components that must be moved on a strict time table. These shipments involve classified information, and flight crew members are required to have an appropriate security clearance. The shipments are critical to the maintenance of the strategic weapons stockpile and are a component of our National security. The use of Government aircraft under the control of DOE to perform these movements is necessary and appropriate. AL maintains a readiness posture of 2 hours notice-to-launch from 07:30–23:30 hours and 4 hours notice-to-launch from 23:30–07:30 hours in support of emergency response requirements. One or more aircraft and its crew(s) are kept in this posture. At times, the response posture is advanced to a shorter notice-to-launch requirement.

AL provides support for the TSD, which involves the movement of personnel and equipment, including weapons and ammunition, to destinations throughout the continental United States. Past attempts to use scheduled commercial service for these movements have proven unsatisfactory and have resulted in serious security concerns and loss of sensitive Government property.

AL aviation's primary missions are currently escalating significantly (see Table A-1). This escalation will continue through FY 2006, when it will level off for the foreseeable future. A sustained, increased level of service is the standard for AL's program needs and was considered in this study's future analysis. The program schedules that require this enhanced need will extend beyond the 10-year life cycle of this study.

The CAPS II review of AL aviation activities investigated four significant issues:

- 1. Can the present fleet mix of aircraft effectively and economically meet its escalating mission requirements?
- 2. If the present fleet mix of aircraft cannot meet its escalating mission requirements, what is the optimum fleet mix and what specific aircraft should be used?
- 3. Are the Ross Aviation, Inc. costs for aviation operations appropriate?
- 4. If the current costs for aviation operations are inappropriate, what options does management have to reduce the costs?

⁸ TSD Emergency Response Plan

Can the present fleet mix of aircraft effectively and economically meet its escalating mission requirements?

Aviation services at AL are provided by a contractor who operates and maintains the fleet of Government-owned airplanes. This contractor, Ross Aviation, Inc., has held the contract for more than 28 years. The seven aircraft that Ross Aviation, Inc. operates include two Douglas DC-9s for heavy transport, a G-III for medium transport, a Beechcraft King Air B-200C, a Lear 35, and two DeHavilland DHC-6 Twin Otters for light transport.

Douglas DC-9

The DC-9-15Fs are heavy transport aircraft that were chosen for their ability to carry specially packaged cargo and to convert easily from cargo to a passenger configuration. Currently, AL has



two of these airplanes equipped with cargo doors, reinforced cargo floors, and special cargo tie down provisions. One of these airplanes is typically kept in a passenger configuration to support the TSD movement of personnel. The cargo doors and reinforced floors are necessary to load and transport outsized cargo shipments.

The two DC-9s are in excellent condition and have several characteristics that favor their retention rather than replacement with more contemporary airplanes. One attribute

is their superior power-to-weight ratio, which gives them the ability to operate from shorter runways than newer models such as the DC-9 or MD-80 replacements. Since the DC-9s were fully depreciated many years ago, their costs involve only operating and maintenance expenses.

The two DC-9s are vintage 1965 but have accumulated few flying hours for their age; each has approximately 44,000 total flying hours. A review of all 539 existing DC-9 aircraft revealed that 304, or 56 percent, have greater than 60,000 flying hours and 187, or 35 percent, have more than 70,000 flying hours. Additionally, a significant number of DC-9s have more than 90,000 hours flying time. The vast majority of the existing DC-9s are in commercial carrier fleets where cost effectiveness is paramount. Based on this historical data, AL's DC-9 aircraft should efficiently fly a high number of hours and, therefore, last for many years with proper maintenance. They should operate effectively and efficiently well into the future.

Because of the cost of a D Check inspection, replacing the existing DC-9s when they require their next "D checks" has been discussed. This is a questionable claim based on the potential for the aircraft to have many additional flying hours as discussed above. Also, since a recent survey indicates it costs approximately \$1,500,000 per aircraft for a "D check," the cost is relatively low

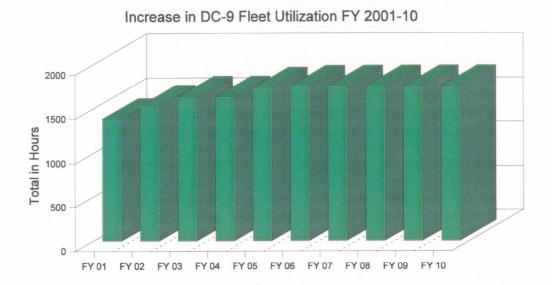
compared to the very high cost of replacing the aircraft. However, if we accept that the existing DC-9s should be replaced when they require their next "D checks," we can identify the first potential date for replacement of these aircraft. The aircraft records for the two AL DC-9s show that the next "D checks" are due at 50,885 and 53,640 hours respectively. At last year's (2000) flying hour rate of 480 hours per aircraft, the first DC-9 should be replaced in 2015 and the second in 2020. Based on AL's experience, they believe the maximum capability of the aircraft is 700 hours per year. Assuming that AL could meet this rate, the first AL DC-9 would require replacement in 2011 and the second in 2014. It is, therefore, safe to assume that AL could operate its DC-9s for a minimum of 10 more years, or perhaps even longer since the aircraft potentially can fly well beyond the time calculated to the next "D check."

The DC-9s' program missions are planned many years in advance, and the quantity of cargo and passenger movements are highly predictable. CAPS II interviewed weapons program personnel and reviewed classified program documents to determine future aircraft needs. The team worked closely with the AL Aviation Program Manager and his staff to determine the scheduling, communications, tonnage, flight routes, and flight time needed to meet the mission. A sustained increase in the cargo and passenger movement requirements begins in FY 2001, escalates through FY 2005, and levels to a plateau approximately 30 percent above the 1999 requirements as shown in Table A-1 below.

Table A-1 Increase in DC-9 Fleet Utilization (in flight hours) FY 2001-109

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	FY 01	FY 02	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10
Office of Transportation Safeguards	725	875	975	975	1075	1075	1075	1075	1075	1075
Limited Life Components	360	360	360	360	360	360	360	360	360	360
Emergency Response Airlift	70	70	70	70	70	70	70	70	70	70
AL	230	230	230	230	230	250	250	250	250	250
TOTAL (in Hours)	1385	1535	1635	1635	1735	1755	1755	1755	1755	1755

As shown in the AL report, Utilization of AL/OTS Aircraft: Air Transportation - Operational Support Essential for Achievement of the OTS Mission, March 19, 2001.



Even if AL can sustain a 700-hour-per-year program as they believe, this is not enough to absorb the increased requirements. This higher level will continue well beyond the life cycle of this study. There will be a shortfall in capability beginning in FY 2001 that will require one additional airplane of this size to meet the need. The additional requirements result from the approved increase in Federal Courier Units from four to six by 2005 that is necessary to meet the planned weapons movement schedule. These increases in Federal Courier Units and weapons movement result in increased aircraft missions to support training and quality of life requirements for TSD personnel.

The CAPS II team and the AL Aviation Program Manager feel that heavy transport missions would be best supported by dedicating the present DC-9-15Fs to cargo flights and acquiring another airplane with more weight capacity and increased range for the passenger missions. There is a sufficient demand in the program schedules to fully employ three transport category airplanes in these roles.

Gulfstream III

AL acquired the G-III in 1999 to provide a mid-sized, passenger transport capability in support of the weapons surety and emergency response missions. The G-III is equipped with 14 passenger



seats and has a fuel range of 3,750 nautical miles, making it capable of nonstop coast-to-coast flights. It is the only airplane in the DOE fleet with this ability. The airplane is not configured for cargo transport but can accommodate up to 800 pounds in the baggage compartment. At the time of the CAPS I study, the G-III was not in operation at AL, and no use history had

been established. CAPS II found that, after 6 months of operation, the use of the airplane has exceeded 350 flight hours. This is the A-76 Study planned first year use.

Beechcraft B-200C

The Beechcraft King Air B-200C is a twin turboprop airplane that AL purchased in 1981 to transport small shipments of limited life weapons components and small groups of people. The

airplane can seat up to seven passengers or carry up to 1,500 pounds of cargo. The B-200C has a nominal cruise speed of 260 knots and is most efficient for trips of less than 600 miles, from origin to destination. With a moderate load of 1,000 pounds, the airplane has a limited fuel range of less than 1,000 miles.

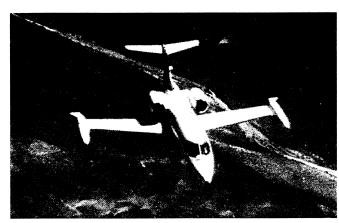
These limitations make the B-200C inefficient for present and future AL missions that require higher speed, greater



capacity and longer range. A report from the AL Inspector General, published in 1988, recommended that AL dispose of this airplane. CAPS I also recommended disposal. CAPS II agrees that this is an inappropriate airplane for AL's future needs and should be replaced with a more capable and cost-effective airplane. AL should transfer the B-200C to NV in order to provide commonality in the NV airplane fleet.

Lear 35

The AL Lear 35 is equipped with a cargo door and cargo tie down provisions. The airplane is readily convertible from cargo to a passenger configuration with the installation of seven



passenger seats. The airplane was purchased new in 1991 to transport small shipments of high priority cargo and small groups of people. AL makes good use of the airplane for these missions, and it has proven to be the right airplane for the job. An examination of its history of use shows that the demand for its capability often exceeds its availability, and requests have been declined or reassigned to the B-200C. The B-200C is an inadequate substitute for the Lear on trips beyond 600 miles, or where

time is a critical consideration. Analysis indicates that AL needs two airplanes with the Lear jet's capabilities to meet future mission requirements. An additional aircraft is needed to support increased quality of life missions necessary to sustain the two additional courier units and an increase in LLC movements. Small jet aircraft are used for LLC or courier movements when the use of larger aircraft would not be economical or appropriate. Adding a second small jet will improve the efficiency and effectiveness of AL's aviation operations.

DeHavilland DHC-6

AL operates two DeHavilland DHC-6 Twin Otters for scientific research, research support, and occasional personnel transport. The Twin Otter is a unique airplane that has exceptionally short take off and landing distances and is certified for up to 19 passengers. The price of the high lift

wing that gives the Twin Otter its short field capabilities is a slow operating speed.

Normal cruise speed is 140 knots or less.

This is both an asset and a limitation. The slow operating and maneuvering speeds make the airplane ideal for the science and science support missions. The short field capabilities also provide a margin of safety and utility for difficult runways such as the one at Los Alamos, NM. The slow cruise speed limits the airplane to a useful mission



distance of less than 200 miles when time is a consideration. The Twin Otters at AL have been significantly modified to accommodate various scientific equipment and support configurations. Each year the airplanes spend a great deal of time undergoing configuration changes and installation of science packages to support atmospheric and radiation research for Los Alamos National Laboratory and Sandia National Laboratory.

These airplanes were fully depreciated many years ago; their only costs are the fixed and variable costs of operation and maintenance. No directly comparable aircraft are available on the market, and any replacement would multiply the present costs several times. The two Twin Otters are capable of providing adequate mission support into the foreseeable future.

If the present fleet mix of aircraft cannot meet its escalating mission requirements, what is the optimum fleet mix and what specific aircraft should be used?

In order to support the missions for the next 10 years, AL should retain the present fleet with the exception of the B-200C. The AL future fleet will require two additional aircraft, a heavy transport category aircraft and a cargo-capable light jet, in order to meet the projected escalation in mission requirements. These recommendations are based on the minimum number of airplanes needed to effectively accomplish the weapons surety and emergency response missions, support scientific research, and supplement the travel resources available through scheduled commercial airlines and charters.

Douglas DC-9

AL needs to add one additional transport category airplane to the fleet in order to meet program requirements. CAPS II performed an analysis of classified mission requirements documents for cargo and passenger loads, schedules for movement, and capacity of resources. The team considered nominal out-of-service times for scheduled inspection and maintenance of the affected airplanes through the next 10 years. The marked increase in loads, movements and schedule requirements show that the need exists for two DC-9s dedicated to cargo movement and one DC-9 for passenger movement. The current AL DC-9-15s are both capable of being configured for passengers and cargo, but they cannot meet the Office of Transportation Safeguards' mission requirement of carrying one complete crew as well as their equipment. Therefore, an aircraft with more capacity than the current DC-9-15 is necessary. The present DC-9-15s are already configured for the cargo mission. These airplanes should be considered the primary cargo movers.

Several options are possible for providing an aircraft suitable for passenger movement. The possibility of having a contractor-owned and -operated aircraft assume the mission or supplement the DOE fleet was examined. Based on the history of other Government contracts for similar aircraft, CAPS II calculated the first year annual cost of one such airplane at \$3,667,500. The 10-year life cycle cost of a contracted airplane is approximately \$39,000,000.

Another option is for DOE to purchase an additional aircraft. According to the Boeing Aircraft Company, the start-up cost for a new type of aircraft is \$1,800,000; this includes the cost for a new spare parts inventory, special tools, and training for the crew and mechanics. In the interest of cost control, efficiency and effectiveness, it is prudent to purchase an additional aircraft as standard as possible with the existing DC-9s. Several candidate airplanes would meet the mission requirements, such as the MD-83 and Boeing 737, but they are dissimilar to the DC-9s. In addition, they cost between \$18,000,000 and \$30,000,000 based on the Aircraft Bluebook

Price Digest published by Intertec Publishing.¹⁰ A larger version of the DC-9, the DC 9-30 series (31-34) has the desired capability and is readily available on the market at this time. It would supply the desired interoperability with the existing AL DC-9-15s. The DC-9-30 cockpit is essentially the same cockpit as the DC-9-15 cockpit, and the aircraft performance is very similar. There should be no problem with AL pilots flying both versions interchangeably. From a maintenance perspective, the aircraft are basically the same, making it easy to assimilate the aircraft into the existing fleet without negative impact on maintenance efficiency. By staying with the DC-9, the problems, added costs, and inefficiencies associated with mixed fleets of aircraft are eliminated. In a recent survey, the price for a DC-9-30 was between \$2,600,000 and \$5,100,000. It is also more readily available on the open market and the best economic value. This choice could save up to \$25,000,000 in acquisition cost over the MD-83 and Boeing 737 candidates. It is the clear choice for an additional airplane for purposes of this study because it will hold acquisition costs at a minimum, take advantage of present crew and mechanic training, provide commonality of spare parts and maintenance procedures, and avoid acquisition of another set of special tools. Adding a DC-9-30¹¹ to the fleet for passenger movement is the most mission effective and cost-effective alternative as shown in Table A-2.

DC-9-30s are available in both passenger only and freight (convertible to passenger) versions. The logical choice is to purchase the freight version (interchangeable to passenger configuration). It will provide additional capacity for equipment or, alternately, 20 additional seats. Effectiveness and efficiency are significantly enhanced by using the aircraft interchangeably for both the cargo and passenger missions.

Given the budget lag of at least 2 years for funds and Congressional approval required to add another airplane to the AL fleet, a lease or lease/purchase arrangement should be arranged to meet the interim need.

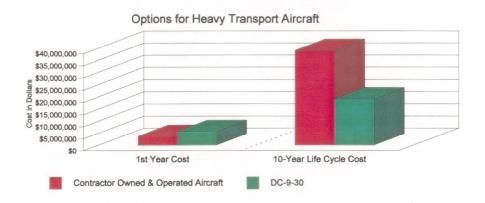
Table A-2 Options for Heavy Transport Aircraft

Option	1st Year Cost (Includes Purchase Price)	10-Year Life Cycle Cost
Contractor-owned & operated Aircraft	\$3,667,500 (1 st Year Lease Cost)	\$39,000,000 (10 Year Lease Cost)
MD-83 or Boeing 737	\$18,000,000 - \$30,000,000	XXX
DC-9-30	\$5,696,313	\$19,004,444

XXX- Value Not Calculated

All estimated values for buying or selling aircraft quoted in this report are from the Aircraft Bluebook Price Digest, Spring 2001 Edition.

The recommendation for a DC-9-30 includes any of the -30 series with either JT-8D-9A or JT-8D-15 engines. It should also be an aircraft that can be configured for either passengers or cargo.



Lear 35

The current Lear 35 is in great demand and requests for its use have been declined or reassigned to the B-200C. The B-200C is not a suitable substitute for the Lear on trips beyond 600 miles, or where time is critical. AL needs two airplanes with the Lear 35s capabilities in order to meet future mission requirements. To improve efficiency, effectiveness, and standardize crew qualifications, training, maintenance, and parts support, another Lear 35 with a cargo door is the aircraft of choice.

Gulfstream III

Rather than make a judgment regarding the usefulness or cost effectiveness of the G-III without sufficient history to support a decision, CAPS II believes that the airplane should remain in service for 3 full years before any decision is attempted. At that time, AL must perform a post "Most Efficient Organization" (MEO) review and apply a life cycle cost analysis to the historical data to determine if the airplane's cost is justified. The CAPS II study has developed future expected costs for the ownership and operation of the G-III based on models from LCC 2000, the Aircraft Cost Evaluator, and the Aircraft Bluebook Price Digest. If future experience shows that the utility or costs of the G-III fail to meet the expectations of the A-76 Study, a reevaluation would provide options for reducing costs or replacing the airplane with more efficient alternatives. If future experience shows that the utility is understated or that costs are overstated, the post MEO review would correct the original study and serve as a basis for a keep-or-sell decision.

The MEO construction used the methods of OMB Circular A-76.

DeHavilland DHC-6

CAPS I reported that some respondents had reported a potential need for a larger aircraft to support the science missions. CAPS II could not find any specific request for a larger aircraft for this mission. Unless and until customer organizations define and request greater capability, no justification exists for the acquisition of a larger aircraft to replace the DHC-6.

Acquisition Cost

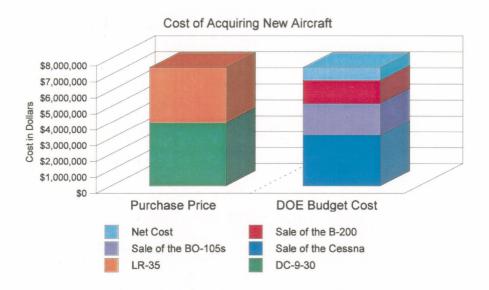
The cost of acquiring the DC-9-30 and the LR-35 should be offset by the disposition of other aircraft. NV has transferred the control of their BO-105 helicopters to OAM for disposition. OAM is requesting an exchange sale waiver from the GSA for these four helicopters in order to realize the market value of approximately \$2,000,000. When the GSA grants the exchange sale waiver, the NNSA should place the BO-105s, their special tools and spare parts for sale on the open market. The proceeds of the sale should then be applied to the acquisition of a DC-9-30 series airplane for AL.

The AL Inspector General and CAPS have recommended that the B-200C should be replaced with a more capable and cost-effective airplane. AL should transfer its B-200C to NV for modification to add sensor port(s) so that the two NV B-200 aircraft can achieve parity of use (Ref: NV section of this report). NV's unmodified B-200 should be transferred to OAM for an exchange sale. Proceeds from the sale of the NV B-200, \$1,435,000, would be used to offset the purchase cost of new AL aircraft. Then, NV should transfer its Cessna Citation to AL for disposal through an exchange sale. AL should use the proceeds, \$3,200,000, to purchase a Learjet to replace the B-200. This interchange and acquisition will provide more commonality within each respective fleet, enhance mission capability, lower operating cost, and simplify maintenance programs.

Table A-3 shows the expected one-time cost of acquiring one DC-9-30 and one Lear 35 using the BO-105, the NV B-200, and the Cessna Citation in trade.

Table A-3

Aircraft	Cost
DC-9-30	\$4,000,000
LR-35	\$3,425,000
Cessna Citation	(\$3,200,000)
BO-105	(\$2,000,000)
B-200	(\$1,435,000)
Net Cost	\$790,000



Are the Ross Aviation, Inc. costs for aviation operations appropriate?

The flying hour program used in this analysis is a conservative calculation based on the history of the AL fleet with projections based on data provided by the operating programs and interviews with program managers. The CAPS II relied heavily upon facts presented in CAPS I and updates from the programs. The team conducted an analysis of classified program needs and performed detailed interviews with program managers. It sought and received information from various Government agencies and commercial operators on the cost of comparable services using contractor-owned, contractor-operated aircraft.

Ross Aviation, Inc. maintains and operates the AL fleet of Government-owned airplanes. Prior to 1998, the contract basis was "Management and Operations," which placed the contractor in control of all management functions as well as operations and maintenance of the fleet. All costs were direct-charged to the Government with an override for profit. When AL recompeted the contract in 1998 as a "Service" contract, some provisions of the contract were changed to conform to the Service Contract Act, but the original intent to replace the current contract with a performance based, service contract was lost. By virtue of the fact that the contract requires the performing contractor to hold and use certification under 14 CFR 121 and 14 CFR 135 for the operation of certain AL airplanes, the contractor becomes the *de facto* manager and management authority, and the AL contract cannot relieve these responsibilities. Federal Aviation Regulations and DOE policy require a certificate holder (Ross) to have a particular management structure for the operation and maintenance of aircraft under its control, and the law makes the certificate holder liable and accountable for all actions and omissions involved in the flying and

airworthiness of the aircraft. These liabilities are reinforced in the AL contract with Ross. The intent of a service-based contract is largely defeated by these facts. Despite the legal and language differences in the M&O and Service contracting methods, the net effect of the change has been negligible.

CAPS II reviewed the aviation related costs and identified a number of problems with how costs were reported. These problems included the following:

- Programmatic costs are included in aircraft costs;
- Redundant aviation requirements are included in the contract;
- The AL/contractor relationship is exclusive;
- The AL contractor's accounting practices distort the real cost; and
- The aviation related overhead costs are unusually high.

These problems are discussed in the following paragraphs.

Programmatic and Redundant Requirements

CAPS II reviewed the reported costs in order to distinguish between those costs that represent the aircraft operations and those that represent program requirements and are only peripherally related or unrelated to the aircraft. These peripherally related or unrelated costs are identified as programmatic costs. Most programmatic costs at AL are driven by contract requirements that relate to the handling and movement of special nuclear materials or that are restated or redundant requirements of other agency regulations, rules, or policy. As an example, the present Request for Proposals to establish a new aviation contract contains a list of Contractor Requirements Documents (CRD) that comprise 47 separate regulatory requirements, only one of which is directly related to aviation. These are in addition to the Federal Aviation Regulations that the contractor must implement and comply with in the operation and maintenance of the aircraft. Several are in addition to, or restatements of, Department of Labor, OSHA, and EPA requirements that are compulsory for any commercial entity performing aircraft operations and maintenance. Each of these CRD requirements creates an expense for planning, implementation, and reporting. This is in addition to all other such requirements that exist as a result of the core activity—aviation service. These additional requirements drive administrative overhead costs to unusually high levels. The AL contract directs that the costs of compliance with these program requirements are budgeted and accounted in the Aviation Program costs and are spread to the aircraft in the program. Even if necessary to the performance of the contract, these costs should be recognized as program driven and listed separately from aircraft costs. The programmatic costs that are included as aircraft costs total \$849,000 per year; this is 9 percent of reported total costs or 25 percent of reported overhead costs. CAPS II believes the contractor should revise its

accounting system to clearly identify the effort and cost of compliance that is directed toward each activity.¹³

Exclusivity

A characteristic of the AL/contractor relationship is its exclusivity of other entities. The present contractor has only one customer, the AL Aviation Program. Consequently, the entire company and infrastructure must be supported by the one contract. For example, full time staff efforts associated with personnel management, payroll, procurement, accounting, and information technology support cannot be spread to other corporate cost centers but are supported solely on the aviation business for AL. Without a wider customer base, the contractor is unable to spread the company's overhead costs among multiple customers. The large overhead burden combined with the inability to spread the overhead costs outside the AL contract contributes to unusually high overhead charges for the services received.

Accounting Practices

The contractor's methods of collecting and accounting for the cost of aircraft operations and maintenance further distort its real cost. For example, the contractor does not keep records of the amount of fuel dispensed into each aircraft at AL. Rather, a formula has been devised that spreads the amount of bulk fuel purchased, and its cost, to each aircraft based on an average fuel burn for the type of aircraft and the total number of flying hours it accumulates. This formula ignores fuel that may have been purchased at other sites. Our reconstruction shows considerable error in this process.

Another accounting problem is that the cost of aircraft parts is immediately charged to aircraft tail numbers, even when these parts are placed on the shelf and might remain there for a year or more. This practice distorts the true cost of aircraft maintenance, both at the time of parts acquisition and when the parts are installed on an aircraft or are otherwise disposed. All aircraft mechanics' labor was charged to aircraft tail numbers, even when the mechanics were engaged in program training, shop work unrelated to a particular aircraft, or awaiting work assignments.

Aviation-related Overhead

The aviation-related overhead costs of the present contract are also unusually high, even when the programmatic costs are removed. The AL *Aircraft Operations Review* report for 1999 shows a total cost of operations as \$9,515,019. The combined operations and administrative overhead is reported as \$3,422,074. This is an overhead rate of 36 percent of the total expenditures. Since the Government furnishes equipment and facilities, this rate is extraordinarily high. In a

See Recommendations and Tasks - AL

non-DOE commercial organization, a company pays for its hangar and shop facilities, land, office space, furnishings, supplies, utilities, tools, parts, computer equipment, and expendables. DOE provides these to the AL contractor, either in kind or by direct reimbursement. The DOE contractor does not include costs for the value of hangar, shop, or office space, land, nor for utilities associated with the facilities. Comparison of the aviation contract costs at AL with commercial service providers that own and operate their own aircraft results in our conclusion that overhead can be reduced.

Table A-4 represents the projected costs of retaining the present fleet mix and extending the current contracting practices for the 10-year life cycle period. The Present Fleet - Costs Normalized are the current costs of operations and maintenance as reported by the contractor. These costs are adjusted to add or subtract costs that CAPS II discovered were inconsistently reported. They continue to include those programmatic costs that are unrelated directly to aircraft operations or maintenance.

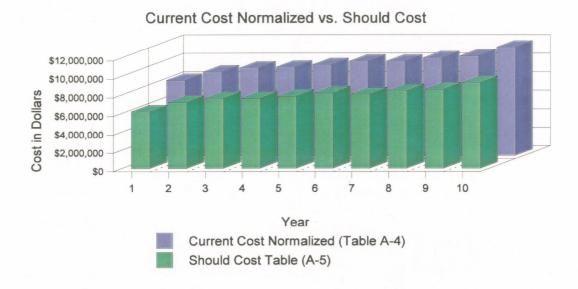
Table A-5 represents the projected costs of retaining the present fleet mix and the same level of direct labor, but reforming the contract accounting practices. The major difference is the redistribution or reduction of overhead costs. This projection is based on the present flying hour program for all aircraft except the G-III (N344GW). Costs for the G-III are based on 350 flight hours per year, AL's projected use for this aircraft.

Table A-4 Present Fleet - Current Costs Normalized

DOE Albuquerque Present Fleet - Current Costs Normalized											
Aircrast Year	1	2	3	4	5	6	7	8	9	10	Total
										\$1,186,122	\$10,932,921
							\$434,573				\$4,231,647
							\$801,717				\$7,718,210
N166DE \$										\$2,911,978	\$26,133,277
										\$3,174,352	\$28,503,585
										\$1,877,756	
N7232R	<u>8959,463</u>	\$1,012,453	\$1,021,690	\$1,071,785	\$1,069,881	\$1,100,248	\$1,124,043	\$1,174,135	\$1,209,5 81	\$1,214,468	\$10,957,747
Totals	8,120,430	\$9,023,403	\$9,449,656	\$9,523,414	\$9,795,130	\$10,173,592	\$10,161,166	\$10,538,782	\$10,752,990	\$11,696,036	\$99,234,544

Table A-5 Present Fleet - Should Cost

DOE Albı	DOE Albuquerque Present Fleet - Should Cost											
Aircraft	Year 1	2	3	4	5	6	7	8	9	10	Total	
N135DE			\$1,093,862			\$869,197	\$903,556	\$919,191	\$939,649	\$659,431	\$8,657,778	
N148DE					\$354,577						\$3,638,923	
N162DE					\$507,330		\$533,013	\$546,339	\$559,997	\$573,997	\$5,116,982	
N166DE	\$1,816,072	\$1,848,788	\$1,895,007	\$1,942,383	\$1,990,942	\$2,040,716	\$2,091,734	\$2,144,027	\$2,197,628	\$2,252,568	\$20,219,865	
N229DE	\$2,077,389	\$2,096,234	\$2,148,640	\$2,202,356	\$2,257,415	\$2,313,850	\$2,371,697	\$2,430,989	\$2,491,764	\$2,554,058	\$22,944,392	
N344DD	\$157,427	\$1,043,832	\$1,043,289	\$1,123,185	\$1,238,810	\$1,429,095	\$1,136,527	\$1,293,807	\$1,262,249	\$2,137,002	\$11,865,223	
N7232R	\$535,148	\$583,331	\$578,625	\$622,555	\$603,679	\$623,116	\$634,241	\$676,486	\$700,708	\$687,804	\$6,245,693	
								_				
Totals	\$6,165,901	\$7,160,003	\$7,579,801	\$7,574,319	\$7,804,033	\$8,159,434	\$8,043,302	\$8,392,687	\$8,543,390	\$9,266,041	\$78,688,856	



As the tables and chart illustrate, there is a large discrepancy between the normalized costs and what the costs should be.

AL avoids the large peaks and valleys of budgeting for aircraft maintenance by placing its aircraft engines under power-by-the-hour or similar contractual maintenance agreements. These agreements are performed by subcontractors to Ross Aviation. In the case of the DC-9s, the subcontract with Air Canada covers not only all engine maintenance and overhauls, but the entire airplane, including major inspections. These subcontracts should reduce the number of on-site maintenance personnel, and associated costs, required to maintain the fleet. The present cost of aircraft maintenance does not reflect this reduction. CAPS II included the use of the subcontracts in its life cycle cost analysis.

CAPS II considered these contractual arrangements and the work that is performed for the primary contractor when developing a model staffing plan for the analyses in the next section. The model staffing plan has also been used in the A-76 analysis.

If the current costs for aviation operations are inappropriate, what options does management have to reduce the costs?

Management has a number of performance options to address the current high costs:

- No longer maintain FAA operating certificates for the AL fleet
- Contract reform with the current fleet,
- Contract reform with fleet modernization.

- Convert to a federal workforce;
- Convert to a contractor-owned and -operated fleet; and
- No action.

The first option is to no longer maintain FAA operating certificates for the AL fleet. Additional options are to institute contract reform with either the current fleet or fleet modernization. A fourth option is to convert the aviation function at AL to a Federal workforce. The costs are shown below to illustrate that such conversion is economically viable and the best way to contain costs. A fifth option is conversion to a contractor-owned and -operated fleet. CAPS II examined the cost of the conversion option, and the results are also presented below. These last three options are based on the modernization of the fleet with more effective and efficient aircraft. The detailed discussions and the analysis are based on the current fleet mix with the sale of the B-200C and the addition of one DC-9-30 and one Lear 35.

"No action" is also an option. AL would maintain its current status with government -owned, contractor-operated aircraft. This option would assume that flight modernization does not take place, and the current fleet of aircraft is retained.

FAA Operating Certificate

One possible way to reduce costs is to no longer maintain FAA operating certificates for the AL fleet. When an FAA operating certificate is in place, the FAA provides external oversight of the operation and maintenance of those aircraft listed on the operations specifications of the certificate. Presently, the DC-9s are under the Part 121 certificate. The Lear 35, B-200C and one Twin Otter are under the Part 135 certificate. The G-III has not been placed under a certificate but is maintained and operated to Part 135 standards. The second Twin Otter is not under a certificate. The costs of maintaining the certificates are included in the cumulative overhead costs for the AL fleet as well as the direct operations costs for flight time involved in training, currency, and flight check rides.

The FAA established the commercial certification process as a control on companies and individuals that sell their flight services to the public. Incorporated within the certification process are elaborate sets of standards, controls, reports, examinations, and inspections to ensure continuous compliance. The oversight system relies on self reporting and periodic FAA on-site reviews of records. The FAA also provides periodic flight checks to certain flight crew members who then examine the remainder of the flight crews for standardization and proficiency. Other than these services, DOE makes no use of the certificates issued by the FAA. DOE is prohibited by law from selling of its flight services to the public. Since DOE does not sell its services outside of the Federal government, the primary purpose of holding the certificates is lost. These facts raise the question of whether the cost of maintaining the FAA operating certificates is more economic than the cost of self regulation and oversight.

The costs of maintaining FAA operating certificates include the costs of reporting off-normal activities, delayed departures, equipment malfunctions, and personnel incidents to the FAA. They also include the costs of researching, revising, and processing the policies, manuals, and compliance documents required of certificate holders. The initial cost of obtaining a certificate is substantial while the cost of maintaining one is less severe. Using identifiable costs from AL's accounting records, the costs are estimated to be approximately \$300,000 per year for certificate maintenance. The intangible costs include loss of control by DOE and the AL Aviation Program for certain issues of flexibility, oversight, and planning. The DOE Aviation Program has established the same standards of operation and airworthiness as the FAA's minimum acceptable criteria. These standards apply regardless whether a particular aircraft is being operated and maintained under FAA oversight or under DOE oversight. A potential benefit of maintaining some of the DOE fleet aircraft under Air Carrier operating certificates is the credibility of having third party (FAA) oversight. Whether this relationship is cost-effective should be further explored.¹⁴

Contract Reform with the Present Fleet¹⁵

Although the present fleet mix will not adequately serve mission requirements, CAPS II calculated the effect of a contract reform that would hold the costs of programmatic expense in a separate account and attribute all costs of aircraft ownership and operation to the aviation function. This reform is achievable through full implementation of FAIRS. The current fleet costs are reduced by \$20,545,688 over the 10-year study period simply by separating programmatic and aircraft operations costs. This exercise does not reduce DOE budget expenses because the programmatic costs remain and must be funded separately from the costs of aircraft ownership and operations. CAPS II conducted this analysis to illustrate that approximately \$2,000,000 per year has been and is being reported as AL aircraft cost, but is, in fact, not aircraft cost.

Contract Reform with Fleet Modernization

As this study is being completed, AL is preparing to solicit contract bids to operate its government-owned aircraft for the next 5-year performance period. Although the solicitation is for a service contract, the limitations and constraints in the present contract are carried into the new solicitation. These include the requirements for the successful bidder to hold Part 121 and Part 135 operating certificates and comply with an extensive list of DOE directives, many of which are obsolete. Reducing the costs of AL aircraft depends upon receiving bids in an open market competition. The solicitation has specified that aircraft costs are to be accounted using

See Recommendations and Tasks - AL

See AL appendix for detailed cost construction.

FAIRS. The definitions and accounting rules of FAIRS will eliminate the programmatic costs from being attributed to aircraft. CAPS II constructed "should cost" matrices for the future fleet, operated and maintained by a contractor. The cost construction is based on adjusted historic costs for the aircraft that would remain in the fleet and cost projections from Life Cycle Cost 2000. The new aircraft that CAPS II recommends acquiring were added. In addition, a staffing plan that supports both the future fleet and mission requirements was established. The cost construction is based on an MEO staffing plan for direct labor and operations management with a contract override for administrative overhead. Market costs for personnel positions were used and nominal factors for operations overhead and administrative overhead were added. A fair return for profit was then added.

CAPS II calculated the cost of the aviation service in "Contract Reform with Fleet Modernization" by adjusting the reported costs for program driven requirements and reallocating direct expenses to actual procurements for each aircraft. Table A-6 shows the extrapolation of the future fleet costs of government-owned AL aircraft operated under a service contract incorporating the contract reforms discussed in this section. The table represents operational expenses for the 2002–2011 study period.

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Table A-6

DOE Albuquerque - C	1	2	3	4	5	6	7	8	9	10	Total
N135DE LR-35	\$776,999	\$790,363	\$1,049,460	\$844,635	\$855,966	\$875,857	\$914,472	\$922,911	\$950,854	\$988,266	\$8,969,743
N148DE DHC-6	\$453,818	\$465,164	\$476,793	\$488,712	\$500,930	\$513,453	\$526,290	\$539,447	\$552,933	\$566,757	\$5,084,297
N162DE DHC-6	\$453.818	\$465,164	\$476,793	\$488,712	\$500,930	\$513,453	\$526,290	\$539,447	\$552,933	 \$566,757 	\$5,084,297
N166DE DC-9	\$1,696,313	\$1 738 721	\$1.782.189	\$1,826,744	\$1.872.412	\$1.919.223	\$1.967.203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
N229DE DC-9	\$1,696,313	\$1,738,721	\$1,782,189	\$1.826,744	\$1,872,412	\$1,919,223	\$1,967,203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
N344DD G-III	\$1,068,633	\$1,037,308	\$1,029,437	\$1.089.822	\$1.027,796	\$1,331,111	\$1,079,829	\$1,202,959	\$1,168,245	\$1,888,291	\$11,923,431
Add DC-9DC-9	\$1,696,313	\$1,738,721	\$1.782.189	\$1.826.744	\$1.872.412	\$1.919.223	\$1.967.203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
Add LR35LR-35	\$776,999	\$790,363	\$1,049,460	\$844,635	\$855,966	\$875,857	\$914,472	\$922,911	\$950,854	\$988,266	\$8,969,783
Totals	\$8,619,206	\$8,764,525	\$9,428,510	\$9,236,748	\$9,358,824	\$9,867,400	\$9,862,962	\$10,176,824	\$10,376,198	\$11,353,726	\$97,044,923

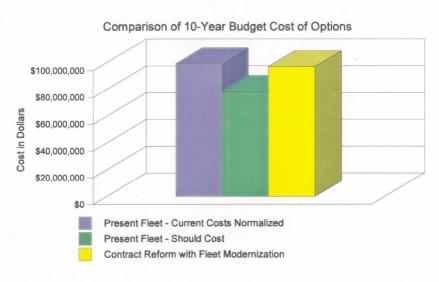
1 he above future fleet is based on:
425 hours for each of the DC-9s
255 hours for each of the Dash 6s
325 hours for the Lear 35
350 hours for the Gulfstream III
Ops. O/H at actual costs from the staffing plan
G&A is at 12% of direct labor and benefits, plus 6% of direct labor and benefits for Profit/Fee
Variable maintenance labor costs are man-hours per flight hour from the LCCA or the Aircraft Cost Evaluator
Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours
Ops. O/H is distributed to all aircraft based on total flight hours
Year one excludes purchase of the additional DC-9 at \$4,000,000, and the LR-35 at \$3,425,000

Our calculations, using Life Cycle and A-76 methodologies, show that DOE should be able to modernize the AL fleet, increase service to the operating programs, and still save money over the current contract costs.

The 10-Year budget costs shown in Table A-7 below are the DOE expenses from appropriated funds. These were calculated in each of the categories by normalizing one year of costs to the first year of performance (2002) and extrapolating the resultant numbers through 10 years while adjusting for inflation. These costs include aircraft maintenance costs for parts overhaul and replacement.

Table A-7 10-Year Budget Cost of Options

	Present Fleet - Current Costs	Present Fleet - Should	Contract Reform with
	Normalized	Cost	Fleet Modernization
10-Year Budget	\$99,234,544	\$78,688,856	\$97,044,923



Conversion to a Federal Workforce

CAPS II developed an MEO to consider the conversion of the workforce to Federal employees. The positions were based on a calculated workload to meet the *future fleet* flight and maintenance schedules. Grades and positions were assigned using Federal Personnel Manual guidance and the X-118 standards. These standards result in grades and salaries that differ from the grades and salaries used in the RFP recently advertised by AL. However, the team believes that the resultant Federal organizational structure presents the most mission and cost-effective plan for Government performance of the AL aviation activity. The calculated cost of Government performance is \$3,735,550 less than contracted performance as shown in Table A-8. Failure to receive bids that approximate the cost of Government performance or failure of future

contracted performance to hold costs comparable to the costs of Government performance should trigger a review of the contract and possible conversion.

Table A-8

DOE Albuquerqı	ie Future Fleet - C	onversion	to a Federa	al Workfor	ce						4.0	T . I
Aircraft	Year	1	2	3	4	5	6	7	8	9	10	Total
N135DE		\$755,452	\$768,277	\$1,026,822	\$821,431	\$832,182	\$851,478	\$889,484	\$897,299	\$924,601	\$961,357	\$8,728,383
N148DE		\$435,732	\$446,625	\$457,791	\$469,236	\$480,967	\$492,991	\$505,316	\$517,948	\$530,897	\$544,170	\$4,881,673
N162DE		\$435,732	\$446,625		\$469,236	\$480,967	\$492,991	\$505,316	\$517,948	\$530,897	\$544,170	\$4,881,673
						\$1,801,103	\$1,846,131	\$1,892,284	\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,67
N166DE		\$1,631,711				\$1,801,103			\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,67
N229DE		\$1,008,276			\$1,024,824		\$1,262,823		\$1,131,214	\$1,094,706	\$1,812,913	\$11,247,230
N344DD		\$1,631,711				\$1,801,103			\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,67
ADD L B35		\$755,452		\$1,026,822						\$924,601	\$961,357	\$8,728,383
ADD LR35		\$155,452	\$100,211	ψ1,020,022	\$023,103							
Totals		\$8,285,777	\$8,422,755	\$9,078,199	\$8,877,680	\$8,990,781	\$9,490,154	\$9,476,285	\$9,780,481	\$9,969,945	\$10,937,316	\$93,309,37
												

The above future fleet is based on:

425 hours for each of the DC-9s

255 hours for each of the Dash 6s

325 hours for the Lear 35

350 hours for the Gulfstream III

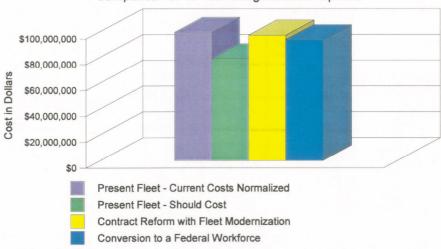
Staffing of 45 positions for a total cost of \$2,454,001
Ops. O/H at actual costs from the staffing plan, G&A is 12% of the gross labor and benefits
Variable maintenance labor costs are man-hours per flight hour from the LCCA or the Aircraft Cost Evaluator
Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours
Ops. O/H is distributed to all aircraft based on total flight hours
Year one excludes purchase of the additional DC-9 at \$4,000,000, and the Lear 35 at \$3,425,000

As shown in Table A-9, conversion to a Federal workforce is less costly than any of the other proposed options.

Table A-9 10-Year Budget Cost of Options

	Present Fleet - Current Costs Normalized	Present Fleet - Should Cost	Contract Reform with Fleet Modernization	Conversion to a Federal Workforce with Fleet Modernization
10-Year Budget	\$99,234,544	\$78,688,856	\$97,044,923	\$93,309,373



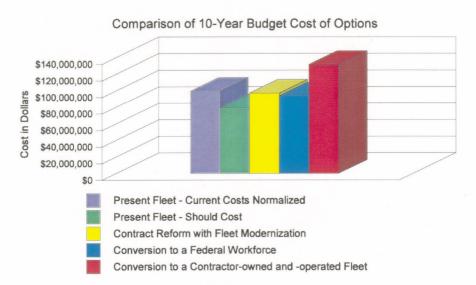


Conversion to Contractor-owned and -operated Fleet

Table A-10 shows that to replace the DOE fleet with a contractor-owned and -operated fleet would cost \$131,374,501 for the 10-year period. The cost for this option would be offset by a gain of \$22,400,000 on the disposition of the present fleet, less the costs of conversion. The net cost of converting to a contractor-owned and -operated fleet would then be \$108,974,501, which is \$11,929,578 more expensive than the "Contract Reform with Fleet Modernization" option.

Table A-10 10-Year Budget Cost of Options

	Present Fleet - Current Costs Normalized	Present Fleet - Should Cost	Contract Reform with Fleet Modernization	Conversion to a Federal Workforce with Fleet Modernization	Conversion to a Contractor-owned and -operated Fleet
10-Year Budget	\$99,234,544	\$78,688,856	\$97,044,923	\$93,309,373	\$131,374,501



No Action

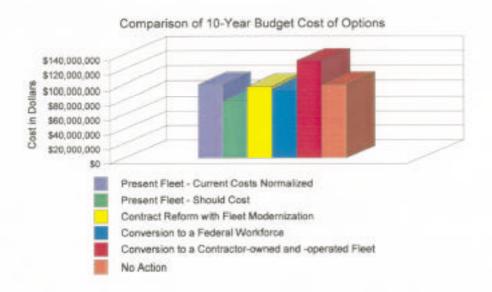
Management may choose to perpetuate the present fleet composition and contract structure. With AL program managers, CAPS II reviewed and analyzed classified weapons movement requirements for the next 10 years. The team translated the cargo weight, bulk, and schedule into mission and flight time requirements. Since the weapons surety and transportation safeguards future missions' requirements cannot be met by the present fleet, major reductions in those programs, rescheduling, or other precipitous management actions would necessarily result. All other transportation alternatives, including ground transportation, would be several times more costly than the alternatives presented in this section. As shown in Table A-11, if the present fleet and contract methods were carried throughout the life cycle of the study period, the budget expense would total \$99,234,544 for the 10-year study period. The "Contractor Reform with Fleet Modernization" option also saves more than \$2,189,621 over the life cycle study period compared with "no action."

Table A-11 10-Year Budget Cost of Options

	Present Fleet - Current Costs Normalized	Present Fleet - Should Cost	Contract Reform with Fleet Modernization	Conversion to a Federal Workforce with Fleet Modernization	Conversion to a Contractor- owned and -operated Fleet	No Action
10-Year Budget	\$99,234,544	\$78,688,856	\$97,044,923	\$93,309,373	\$131,374,501	\$99,234,544

Reference AL Transportation Study, Draft Report, dated January 24, 2001.

See Table A-6 and AL LCCA Appendices.

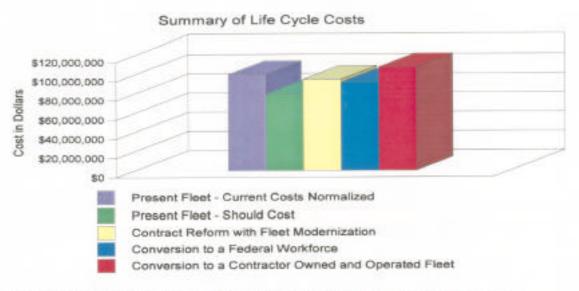


Summary of the Options and Costs for Comparison of Budget Costs and Life Cycle Costs

The following table (Table A-12) and chart summarize the different options. As discussed above, the 10-year budget costs are the DOE expenses from appropriated funds. The life cycle costs are the costs to the U.S. taxpayer. The life cycle costs were calculated by taking the present value or price of each aircraft at the beginning of the performance period (2002) and subtracting the residual value of the aircraft at the end of the performance period (2011). The result is the cost of ownership for the period. In some cases, this resulted in a negative number if the particular aircraft history shows an expected increase in value. The cost of ownership was then added to the budget cost to produce the life cycle cost. In the case of the "Conversion to a Contractor-owned and -operated Fleet" option, the present value of the aircraft is subtracted from the 10-year contract cost to yield a total cost to the taxpayer. The present value of the fleet, \$23,925,000, assumes that it would be sold on the open market with the proceeds deposited in the General Fund of the Treasury. The proceeds would not be available to DOE under the property disposal regulations but would serve as an offset to the DOE budget cost from the taxpayer's perspective. DOE would sustain the full cost of the contracted service.

Table A-12 Albuquerque 10-Year & Life Cycle Cost of Options

	10-Year Budget	Life Cycle Cost
Present Fleet - Current Costs Normalized	\$99,234,544	\$99,996,044
Present Fleet - Should Cost	\$78,688,856	\$79,450,356
Contract Reform with Fleet Modernization	\$97,044,923	\$94,927,257
Conversion to a Federal Workforce with Fleet Modernization	\$93,309,373	\$91,448,373
Conversion to a Contractor-owned and -operated Fleet	\$131,374,501	\$107,499,501



The "Present Fleet - Current Costs Normalized" are the current costs of operations and maintenance as reported by the contractor. These costs are adjusted to add or subtract costs that were inconsistently reported. They continue to include those programmatic costs that are presently reported in overhead. 19

The "Present Fleet - Should Cost" numbers show the present costs adjusted by removal of programmatic expenses and adoption of the model overhead redistribution discussed earlier. These projections include the contract reforms for accounting and management practices. 30

See Table A-4, page 22 for annualized detail.

See Table A-5, Page 22, for annualized detail.

The "Contract Reform with Fleet Modernization" costs represent the expected expenses of the fleet adjusted by sale of the NV B-200, purchase of another LR-35, and purchase of a DC-9-30. The fleet modernization options include a substantial increase in flying hours over the present fleet. Fleet modernization costs are based on the MEO staffing plan which has been applied to this analysis and to the A-76 analysis.²¹

"Conversion to a Contractor-owned and -operated Fleet" costs are derived from existing government contracts and vendor quotes for similar aircraft and services. These costs are based on exclusive, full-time use of the aircraft.

Life cycle cost analysis clearly favors Government ownership of the fleet rather than contractor-owned aircraft. The choice between Government and contract performance is less clear. The projected costs for both show that the choice of a Federal workforce is less costly than a contractor workforce even after contract reforms. The difference in cost is small enough to be considered statistically debatable. However, if contract reform fails to bring contracted costs down to the target levels discussed, the choice to convert to Federal performance is advantageous to both DOE and the U.S. taxpayers.

Detailed life cycle cost analyses are included in the AL appendix to this report.

Guidelines for Contract Recompetition

When evaluating the bids received for the present contract solicitation, AL should determine whether the costs in the "Conversion to a Federal Workforce with Fleet Modernization" option will be achieved by the successful bidder. CAPS II has calculated the costs of converting the present contracted aviation services to a Federal workforce. Using the methodologies and analyses of the OMB A-76 process, the team established a MEO staffing plan with personnel positions, grades, and costs that would be needed to support the future fleet and flying hour program. The target contractor organization was also based upon the same staffing plan with a generous allowance to the contractor for overhead functions. The costs of these staffing plans are virtually identical. If the contract bids do not indicate that AL can hire a contractor for the cost of the "Conversion to a Federal Workforce with Fleet Modernization" option, AL can achieve these costs by converting to a Federal workforce.

A-76 Cost Study Analysis

CAPS II performed a parallel cost study and analysis under the provisions of OMB Circular A-76. The operational parameters, scale of work, and time frames were identical to those of the preceding life cycle cost analysis. The team worked with the AL Aviation Program Manager to

See AL appendix for the MEO Staffing Plan and costs.

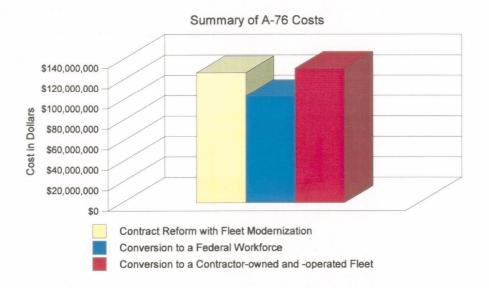
See Future Fleet GOGO analysis in the AL appendix.

define an MEO and staffing plan for the future fleet of aircraft. The Quality Assurance Surveillance Plan (QASP) was constructed and applied to both contractor and government performance during the analysis. Using A-76 cost analysis methodologies, the projected costs of "Conversion to a Contractor-owned and -operated Fleet," "Conversion to a Federal Workforce" and "Contract Reform with Fleet Modernization" options that were developed during the life cycle process were reviewed. The total cost from the A-76 analysis for conversion to, and operation by, Federal employees results in lower cost than contract performance for the 10-year study period, even with a reformed contract structure as discussed in the life cycle analysis and previously discussed. The "Conversion to a Federal Workforce" option totals \$103,919,062 compared with "Contract Reform with Fleet Modernization" performance at \$131,374,501. A-76 analysis clearly favors Government performance. Detailed A-76 analyses are included in the AL appendix to this report. Readers are cautioned that the costs projected by the A-76 process do not necessarily represent real-world expectations of either budget costs or life cycle costs. The A-76 process prescribes certain constants and methodologies that result in a type of "make-or-buy" analysis and resemble true market conditions only incidentally. A more accurate projection is obtained by the life cycle methodology used in this overall analysis. Table A-12 compares the results of the A-76 analysis with the previously discussed life cycle analysis.

Table A-13 Albuquerque A-76 Cost of Options

	on to moudae.dae		
	10-Year Budget	Life Cycle Cost	A-76 Cost
Present Fleet - Current Costs Normalized	\$99,234,544	\$99,996,044	XXX
Present Fleet - Should Cost	\$78,688,856	\$79,450,356	XXX
Contract Reform with Fleet Modernization	\$97,044,923	\$94,927,257	\$127,109,221
Conversion to a Federal Workforce with Fleet Modernization	\$93,309,373	\$91,448,373	\$103,919,062
Conversion to a Contractor-owned and -operated Fleet	\$131,374,501	\$107,499,501	\$131,374,501

XXX - function not calculated



Recommendations

The CAPS II review of AL aviation activities discovered two significant issues requiring management attention:

1. An in-depth cost review of contractor accounting practices revealed that *unexpectedly* high overhead rates were being applied to the cost of aviation operations.

The recent award of a new contract with stronger internal controls coupled with a new and enhanced Federal aviation management team at AL are expected to contain contract costs within the projections of this study. AL should frequently review costs and reports of the contractor with the goal of early detection when problems arise and rapid correction to prevent escalation.

2. The present fleet mix of aircraft cannot effectively nor economically meet mission requirements.

See the recommendations summary which follows.

CAPS II Recommendations and Tasks Albuquerque Operations Office

NNSA, Defense Programs (DP), and SO:	2001-2002
In the short term, assure sufficient funds for AL to lease one DC-9-30 until appropriations are available to purchase.	
Support the purchase or lease-purchase of one DC-9-30 as an addition to the fleet. Provide funds to acquire and place the aircraft in service.	2002-2003
Support the transfer of the AL B-200C to NV, the transfer of the NV Cessna Citation to AL for disposal, and replacement with one Lear 35. Provide differential funding to make up the difference between the sale proceeds from the BO-105s, the NV B-200, and the Cessna Citation and the purchase cost of the Lear 35 and DC-9-30.	2002

AL:	Complete
Direct the contractor to adopt and implement the accounting and reporting standards of the FAIRS. Monitor implementation and compliance.	
Incorporate FAIRS standards into the AL Implementation Plan. Assure future contract operations comply with FAIRS.	Complete
Monitor contract costs toward the target of future costs described in this report. If future costs cannot be substantially brought into compliance with the target, convert to a Federal workforce to achieve reduced costs.	2002-2005
Conduct a cost/benefit analysis of FAA operating certificates for AL operation. Incorporate analysis assistance from OAM.	2002
Plan for fleet modernization by researching market availability and prices of additional fleet airplanes. When funds are available, solicit for acquisition of one DC-9-30 and one Learjet.	2000-2002
Transfer the B-200C to NV.	2002
Following 3 full years of service, conduct a post-MEO and life cycle review of the costs and utility of the G-III. Plan to retain or dispose of the aircraft depending upon the results of the reviews.	2004

OAM:	2001–2002
Work with the NNSA DP, and SO program offices to secure funding to modernize the AL fleet.	
Assist AL and the contractor to fully implement FAIRS. Provide technical assistance visits to monitor and refine AL use of FAIRS.	2000–2001
Assist AL in a cost/benefit analysis of FAA operating certificates. Apply lessons learned, as appropriate, to other DOE aviation operations through policy changes.	2001
At the request of AL, negotiate an Exchange Sale Waiver with GSA for the BO-105s, the Cessna Citation, and the NV B-200.	2001

Preface to Nevada Operations Office

Actions to Support the 5-Year Plan

The CAPS II study commenced in November 1999 with development of a study plan, briefing of the study team members, work assignments, interview schedules, and data gathering from field sites and the private sector. Throughout the succeeding 12 months, the team worked to reduce the data to common terms, research and quantify the cost of alternate aircraft and management systems, select best options, and write a report of the results. Cognizant headquarters program offices and key personnel from the field offices were involved during the entire process. In December 2000, the draft report was distributed to the affected program offices and field offices for review and comments.

Since the release of the draft report, SO-40, the cognizant program office at DOE for the RSL and the NV aviation program, made some program decisions that affected the results of the NV CAPS II study and rendered moot some of the findings and recommendations in the draft report. Thus, this Preface has been written to revise the original CAPS II recommendations.

The first of these decisions, based in part on the draft of this report released in December 2000, was to discontinue the use of NV's four BO-105 helicopters and transfer their control to OAM for disposition. This decision is in consonance with the findings and recommendations of the draft CAPS II report. OAM is requesting an exchange sale waiver for these four helicopters in order to realize the market value of approximately \$2,000,000, which will be applied toward the acquisition of a transport category airplane to be based in AL (see the AL chapter of the CAPS II study report).

The second decision, the approval of a new 5-Year Plan for the RSL in 2000, has caused a more fundamental change. It calls for the elimination of all organic aircraft in NV within 5 years. The NV RSL maintains a fleet of aircraft consisting of two Bell-412s and four BO-105 helicopters, two Beechcraft B-200s, and one Cessna Citation II CE-550. The basis of the decision to eliminate organic aircraft is the premise that sensor technology and telemetry will be improved to the point that the sensors can be applied to any aircraft capable of carrying them, and cooperating agencies will provide all such aviation support. At that point, NV would have no further need for its organic aircraft.

However, this final CAPS II report retains the analyses published in the draft report that support a continuing need for aircraft in NV. If the advances in technology fail to meet the stated expectations of the 5-Year Plan, OAM should reopen the question of organic aircraft need in NV using the following NV chapter as a basis. If the development of sensor technology eventually meets program expectations, as expressed in the 5-Year Plan, NV should surrender control of its assigned aircraft to OAM for reassignment or disposition.

Regardless of what happens in five years, the current level of use and the need for aircraft in NV is not economically served by the five remaining fleet aircraft. SO-40 has recently determined that the two Bell-412 helicopters are sufficient to provide all needed helicopter support. While the CAPS II team still maintains that the B-200s are not the best aircraft for the NV mission (see the following NV section), in light of the SO-40 decision to eliminate all organic aircraft from NV within 5 years, CAPS II now concedes that keeping the B-200s is the best and most economical short term solution to meet NV's aviation mission. The B-200s can assume the Citation's mission and are capable of performing sensor missions as well as high altitude photography.

Additionally, in order to provide commonality of aircraft types in the organization, it has now been determined that both of NV's Beechcraft B-200s should have sensor port(s); currently, only one does. This would also allow the B-200s to achieve parity of use and assume the Citation's mission. Although NV's B-200 could be modified to add the sensor port(s), AL's B-200C is equipped with a cargo door that would facilitate the installation and removal of sensor systems. In addition, the NV B-200 will require an engine overhaul at a cost of \$688,000 at a minimum. Modifying the AL B-200C will save this expense. Therefore, CAPS II now recommends that the AL B-200C be transferred through OAM to NV for modification. This plan should begin immediately. OAM will manage this transfer and take control of the other, unmodified B-200 from NV for an exchange sale. Proceeds from the sale of the NV B-200 would be used to offset the purchase cost of an aircraft for AL (see AL section).

The Cessna Citation assigned to NV has seen relatively low utilization in recent years, and most of the flying time on the airplane prior to FY 2000 was for training, pilot proficiency, aircraft maintenance, and "work for others" that is outside of the core RSL/NV mission. CAPS II originally recommended that NV dispose of the Citation and replace it with a more appropriate aircraft for the mission. During the review of the December 2000 draft report, NV stated that they should retain the Citation because the "work for others" missions were of particular importance to the general good. CAPS II has reevaluated the activity and cost of the Citation using FY 2000 data. Although NV has managed to reduce the incremental cost of the Citation by adopting revised accounting and reporting standards, the operations cost remain high. High cost and lack of requirements within the core RSL/NV mission for an aircraft of this type provide sufficient rationale for the Citation to be released to OAM for disposition or reassignment. NV should not replace the aircraft since the B-200s can assume the Citation's mission.

The RSL activities are part of the overall scope of work for the NV M&O contract held by Bechtel Nevada. NV objected to the language in the December 2000 draft CAPS II report that expressed concern with NV's high cost of aircraft operations and the possibility that both contracting and accounting methods at NV were driving up the reported costs. After discussion with OAM, NV made a concerted effort to revise its reporting criteria to comply with GSA's FAIRS criteria. For FY 2000, the reported costs are substantially lower than reported in prior years for the same aircraft. However, the CAPS II team had judged that NV's overhead costs were unusually high using FY 1999 and prior years' data. NV contended that adopting the

FAIRS reporting criteria had brought its reported costs into line with comparable data from industry.

CAPS II made a detailed analysis using NV's FY 2000 report compared with corporate use of the same types of aircraft and the same number of flying hours. The comparison used historical data from WIN 32, a commercial database produced by Conklin & de Decker of Orleans, MA. Conklin & de Decker is highly regarded in the aviation industry as the premier source of cost data and comparison methodologies for corporate aircraft.

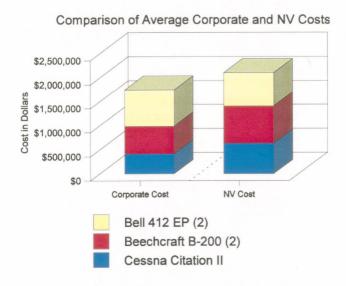
For FY 2000, NV reported a total of 1,034 flying hours at a cost of \$3,055,305. This total included 302 hours, and \$951,048 for two of the four BO-105s. Two of the BO-105s were in storage and did not fly in FY 2000. All of the BO-105s are now in the process of disposition and their use and costs have not been included in the comparison. The mission of the BO-105s will be absorbed by the Bell-412s, which will raise their annual usage in FY 2001 and beyond. Five aircraft remain in the NV fleet including the following aircraft:

- one Cessna Citation II
- two Beechcraft B-200s
- two Bell-412 EPs

Table NV-1 and chart illustrate the comparison between corporate costs and NV.

Table NV-1 Comparison of Average Corporate and NV Costs

		erage corporate and its	
Туре	Flying Hours	Average Corporate Costs	NV Costs
Cessna Citation II	194	\$414,894	\$631,916
Beechcraft B-200 (2)	299	\$572,360	\$772,179
Bell-412 EP (2)	238	\$758,176	\$700,162
TOTAL	731	\$1,745,430	\$2,104,257

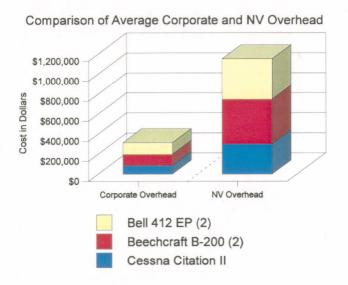


Of the 1,034 reported flying hours, 306 were for training and proficiency and 201 for maintenance. Only 527 hours, or roughly 50 percent of the flying hours, were attributed to mission work. NV did not break out the amount of its aviation activity that was performed for its core missions, as assigned by SO-40, nor the amount of activity performed as "work for others," whether within or outside DOE.

A detailed review of the reported costs by category presents some interesting contrasts between average corporate costs and NV costs for operation of these aircraft. Table NV-2 shows this comparison and illustrates that NV continues to have extraordinarily high overhead costs despite its concerted efforts to revise its accounting and reporting procedures. The contention in the December 2000 Draft CAPS II report that NV's cost of aircraft operations is high is reaffirmed.

Table NV-2 Comparison of Average Corporate and NV Overhead Costs

NV Operations Office FY 2000	Average Corporate Overhead	Average Corporate Overhead as % of Total Cost	NV Overhead	NV Overhead as % of Total Cost
Cessna Citation II	\$85,532	20%	\$300,088	47%
Beechcraft B-200 (2)	\$111,556	19%	\$446,981	57%
Bell-412 EP (2)	\$116,101	15%	\$404,630	57%



The above analysis by the CAPS II team results in the following recommendations that supercede those in the NV chapter of this report. In summary, the following actions should be undertaken:

Action	Who	When
Transfer the AL B-200C to NV	OAM with AL and NV assistance	NLT 10/01/01
Modify the transferred B-200C with necessary sensor ports and power	NV	NLT 01/30/02
Transfer control of the NV Citation to OAM for disposition or reassignment	NV	NLT 01/30/02
Transfer the excess NV B-200 from NV to OAM	NV	NLT 01/30/02
Dispose or reassign the Citation and B-200 to achieve the best mission and economic benefits for DOE	OAM	NLT 02/15/02

Nevada Operations Office

Written Prior to the Release of the 5-Year Plan

Nevada maintains a fleet of aircraft to support RSL and its Aerial Measurement System (AMS). The AMS provides both planned and emergency response environmental analysis of commercial and Government facilities using airborne photography and multispectral and radiological sensors. The CAPS I survey recognized the AMS capability as a National asset used not only by DOE but by other agencies, such as the Nuclear Regulatory Commission, Environmental Protection Agency, and U.S. Forest Service.²³ The core DOE AMS mission requires flight crews and aircraft to be available on short notice, 24 hours per day, 365 days per year.

Analysis of NV's missions and the use of aircraft by the RSL confirms the findings of CAPS I that separation of the aviation function from the RSL is counterproductive and will likely lead to coordination and management problems that would further escalate costs. This is particularly true in the event that separate contracts and different contractors were attempting to provide the aviation and RSL services. Aviation is primarily a service function for the RSL and is crucial to the mission accomplishment. The Laboratory science staff and aviation crews work as an integrated unit during design, development, and deployment of the sensor systems. The same concerns were expressed to the team by the NV and RSL managers who were interviewed for this study. For these reasons, CAPS II believes that any management solution appropriate for the NV aviation program are appropriate for the RSL as an entity.

Prior to the release of the RSL 5-Year Plan, CAPS II reviewed NV aviation operations. The review investigated four significant issues:

- 1. Can the present fleet mix of aircraft effectively and economically meet its mission requirements?
- 2. If the present fleet mix of aircraft cannot meet its mission requirements, what is the optimum fleet mix and what specific aircraft should be used?
- 3. Are the Bechtel-Nevada costs for aviation operations appropriate?
- 4. If the current costs for aviation operations are inappropriate, what options does management have to reduce the costs?

Can the present fleet mix of aircraft effectively and economically meet its mission requirements?

The RSL maintains a fleet of aircraft consisting of two Bell-412s and four BO-105 CBS helicopters, two Beech B-200s, and one Cessna Citation II CE-550. As of April 2001, the four BO-105 helicopters have been removed from service and placed with OAM for disposition. This decision resulted from the pointed lack of economic and operational capability of these aircraft.

See CAPS I NV discussion.

Further discussion of the BO-105s in this chapter shows the justification for the decision to remove them from service. The fleet of Government-owned aircraft is operated by the NV M&O Contractor, a joint venture headed by Bechtel, Inc., and is located at Nellis Air Force Base, NV, and at Andrews Air Force Base, MD. Each type of aircraft is modified and equipped to perform a specific mission. The helicopters perform the most detailed, low-altitude radiation surveys. The B-200s perform wide area radiation surveys, and one also has camera ports for photo and multispectral sensing. The Citation performs high altitude photography as well as multispectral sensing. The helicopters and airplanes are generally not interchangeable due to specific modifications, different performance capabilities, and limitations.

Bell-412

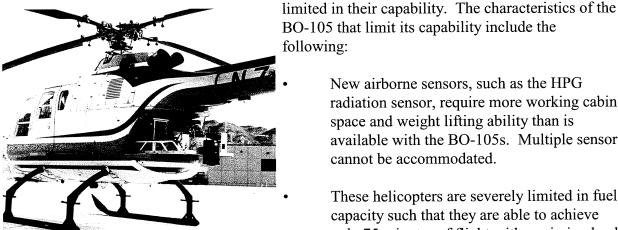
The existing Bell-412 helicopters were originally reassigned to NV when they became excess to another mission in DOE. These helicopters have proven capable and reliable. They are able to carry multiple sensors and achieve 3 hours of flight in a mission configuration before refueling. The 412s have adequate power for all mission profiles and flyaway single engine capability.



Messerschmidt Boelkow Bloem BO-105 Helicopters

Since the release of the draft report, NV has discontinued the use of their four BO-105 helicopters and transferred their control to OAM for disposition. The BO-105s are operationally

> BO-105 that limit its capability include the following:



- New airborne sensors, such as the HPG radiation sensor, require more working cabin space and weight lifting ability than is available with the BO-105s. Multiple sensors cannot be accommodated.
 - These helicopters are severely limited in fuel capacity such that they are able to achieve only 75 minutes of flight with a mission load before refueling.
- The BO-105 is a twin engine helicopter, but it cannot maintain level flight on a single engine in the event of one engine failure.

- American Eurocopter, the importer that supports the BO-105, experiences serious parts shortages and interminable delays in providing repair parts that are out of production or not in stock.
- These helicopters are now 23 years old and are depreciating at a faster rate than other aircraft in the fleet.

These limits render the BO-105 operationally handicapped and very costly to use. They cannot be used for multisensor missions because of their cabin size and weight lifting capability. Disposing of the two operational BO-105 helicopters will reduce the annual operating costs by \$1,067,324. Two of the fleet BO-105s are not needed to fulfill the mission and are presently in storage. At present market value, DOE could expect to receive \$2,000,000 in exchange sale proceeds by selling the four aircraft.

Beechcraft King Air B-200s



The following section on the B-200s was written prior to the release of RSL's 5-Year Plan. The discussion and recommendations below are superceded by those in the NV Preface. Like the BO-105 helicopters, the B-200s are aging aircraft, more than 15 years old, and have also been extensively modified to carry sensor packages. The B-200s were originally acquired to support the Nevada Test Site (NTS) requirements with a secondary mission of emergency response.

The proximity of the NTS to Nellis Air Force Base (AFB) allowed the short fuel range of the B-200s to work effectively. Sensor packages then required less cabin space and weight lifting ability. Evolution of the emergency response missions, demise of the NTS missions, increased sensor size and weight, and need to deploy anywhere in CONUS, has handicapped the B-200. Due to their design configuration and cabin arrangement, the B-200s are limited in cabin working space when carrying multiple sensors. The current modifications have become obsolete and interfere with the placement of upgraded sensors in the cabin. To return the aircraft to their original configuration and reduce the cabin space problems would cost an estimated \$2,000,000 per aircraft, more than the aircraft is currently worth. It would be counterproductive to spend additional funds modifying the B-200s since they have less than 2 hours of operational flight time with a mission load. One of the airplanes is due for an engine overhaul, and the other airplane will require one within 2 years; this will cost a minimum of \$688,000. This is an unbudgeted additional expense. Sale of these two airplanes will eliminate the overhaul expense, reduce operating expenses by \$1,330,160 per year, and will realize \$3,200,000 in exchange sale proceeds from the sale of the two airplanes, spare parts, and tools. The Beechcraft B-200s should be a second priority for replacement.

Cessna Citation II

The third candidate for replacement is the Cessna Citation II (CE-550), which has a declining mission. Of its 150 flight hours last year (1999), 105 hours were for agencies outside of DOE. Most of the balance was consumed in training and standardization for the contractor flight crews.

Reimbursement from the outside agencies totaled only \$116,300; the total operating cost of the Citation was \$718,755. DOE can no longer justify this aircraft for core missions. The outside work is not paying for itself;



DOE is subsidizing the work-for-others. Disposal of this aircraft will reduce operating costs by \$718,755 per year, and if sold, realize \$3,200,000 in exchange sale proceeds for the Citation. The Citation's mission, high altitude photography as well as multispectral sensing, can be assumed by the B-200s.

Savings from Aircraft Sales

The following section on aircraft sales was written prior to the release of RSL's 5-Year Plan. The discussion and recommendations below are superceded by those in the NV Preface. CAPS II now recommends retaining two B-200s. Modernizing the NV fleet to adequately meet current and future mission needs will require the sale of some aircraft and purchase of new assets. The authority to dispose of aircraft is contained in the Federal Property Management Regulations and is tightly controlled by the GSA. Normally, GSA Region 9 disposes of any aircraft for Federal agencies. The proceeds of these dispositions, if any, are returned to the U.S. Treasury General Fund. In certain circumstances, an agency may receive a waiver from GSA to dispose of an aircraft on the open market and apply the proceeds toward a replacement aircraft. This is called an exchange sale waiver. The conditions of such a waiver are strict and time sensitive. Failure of the agency to use the funds toward a replacement aircraft or to act in a timely manner means forfeiture of the funds into the General Fund of the U.S. Treasury. More rare is the waiver to dispose of multiple aircraft and replace them with a different number of aircraft. This authority is granted only when compelling logical evidence is presented to GSA for approval.

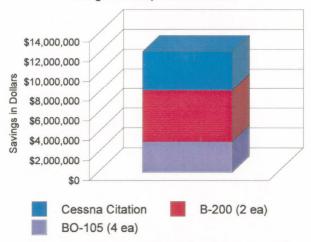
The financial savings that would result from the sale of these aircraft are summarized in Table N-1.

Table N-1 Financial Effects of Aircraft Sales

Type of Aircraft	1 Year Operational Cost Avoided*	Sale Value	Other Cost Avoided	1 st Year Value of Disposal	
BO-105 (4 ea.)	\$1,067,324	\$2,000,000		\$3,067,324	
B-200 (2 ea.)	\$1,330,160	\$3,200,000	\$ 688,000**	\$5,218,160	
Citation	\$ 718,755	\$3,200,000		\$3,918,755	
TOTAL	\$3,116,239	\$8,400,000	\$ 688,000	\$12,204,239	

^{*}Based on current contract costs. ** Engine overhaul.





Since the BO-105 helicopters are operationally limited in their capability, the Beechcraft B-200s are handicapped in their ability to carry multiple sensors, and the Cessna Citation II has a declining mission, the present fleet mix of aircraft cannot effectively and economically meet its mission requirements.

If the present fleet mix of aircraft cannot meet its mission requirements, what is the optimum fleet mix and what specific aircraft should be used?

At the time this study was completed, the unwritten direction and policy was that DOE needed two operational helicopters at all times for the emergency response mission. One aircraft must be on standby at all times with another aircraft as backup. DOE must also have two fixed wing airplanes available for the emergency response mission, also one on standby and another as backup. The aircraft can be located on either the east or west coast. The CAPS II study believes that the long-term needs of NV can best be met by a fleet mix of three helicopters and two airplanes.

Airplanes - Future Fleet

To upgrade the fixed wing fleet, several candidate airplanes were reviewed. Some candidate aircraft were rejected as too large or too costly. Others were not considered because they lack FAA certification in Part 135 service. Three choices of airplanes were considered as final candidates to replace the two B-200s that are currently in service. The choices were based on mission requirements for cabin size, payload, range, altitude, and speed. Data from the Aircraft Cost Evaluator was used to make these comparisons. The choices were the following:

- the Beechcraft 1900D,
- the Cessna Grand Caravan, and
- the Pilatus PC-12.²⁴

Beechcraft 1900D

The 1900D is a large twin engine turboprop that has 522 cubic feet of cabin volume available; the current B-200 has only 303 cubic feet. The cabin width of both is identical at 4.5 feet. Both cabins have a drop center floor configuration that complicates the mounting of cameras and other



sensors. The underfloor area is largely filled with air-conditioning packs, high-pressure bleed air ducts, electrical busses, flight control cables, and bell cranks.

Modification of the 1900D floor to accommodate one camera port and one multispectral sensor port will likely require re-engineering and repositioning of major flight control and environmental systems. These modifications are expected to

be more costly than modifications to a Cessna Caravan or Pilatus PC-12. The working room in the cabin is sufficient to mount a multispectral sensor and optical camera system.

Cessna Grand Caravan

The Cessna Grand Caravan is one of two single engine turboprop airplanes considered for this mission. The Federal Aviation Administration has recently granted authority to use some single

Representative costs of ownership and operation as well as characteristics of these aircraft are available at the NVappendix.

engine turboprop airplanes in passenger air taxi service under 14 CFR 135. This authority was granted based on the excellent safety record for this class of airplanes and the reliability of the turboprop engine. It is no longer statistically possible to denigrate the single engine turboprop in favor of a twin engine turboprop as they have an indistinguishable statistical safety record.

The Caravan has a useful cabin volume of 340 cubic feet and a cabin floor width of 5.3 feet. The flat floor and wider cabin offer more choices for sensor placement than the Beechcraft 1900D.

Since the Caravan is unpressurized, its useful working altitude is 10,000 feet MSL. The needed altitude for sensor development and deployment is 25,000 feet MSL. In addition, the Caravan has a nominal cruise speed of 140 knots. In the best of conditions, it would require at least 2 days to deploy across the country. These limitations remove it from further consideration.

Pilatus PC-12



The PC-12 is a single engine turboprop with a 1600 horsepower engine flat rated to 1200 horsepower. The airplane has a cabin volume slightly smaller than the Caravan, but 27 cubic feet larger than the B-200. This will allow space for the installation of both photographic and multispectral sensors. In a radiation mission profile, the aircraft is capable of carrying either the sodium-iodide or HP germanium sensors.

Other features include a 5-foot wide cabin, flat cargo floor, and an integral cargo door for ease of loading and mounting sensors. The airplane has surprising performance that surpasses the B-200 in many respects.²⁵ It has a cruise speed of 260 knots and can deploy coast-to-coast with one fuel stop. Its stall speed is 64 knots, making it ideal for lower level sensor work. The airplane offers single engine economy and the best life cycle costs of all candidate airplanes. However, one issue must still be resolved regarding the PC-12. The centerline engine, exhaust flow, and oil cooler outflow may be incompatible with multispectral sensing. Studies and computer modeling performed by NV and the University of Nevada at Las Vegas (UNLV) were inconclusive. Prior to acquiring a PC-12, flight testing is necessary to determine if the PC-12 causes senor degradation and the extent of that degradation. Possible solutions, such as air dams, should be explored.

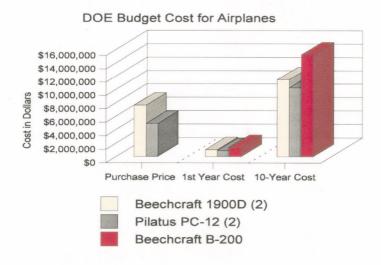
For example, with full fuel, the B-200 has a useful load of 185 lbs. With full fuel, the PC-12 has a useful load exceeding 1,300 lbs. Fuel range of both aircraft is similar. See NV Appendix.

Cost Comparisons

Table N-2 shows the costs of the Beechcraft 1900D and the Pilatus PC-12 as potential replacements for the Beechcraft B-200s. The numbers shown are for two airplanes of either type.

Table N-2 DOE Budget Costs

Model	Purchase Price	1st Year Cost ²⁶	10-Year Operations Cost
Beechcraft 1900D (2)	\$7,600,000	\$1,023,450	\$11,466,130
Pilatus PC-12 (2)	\$4,870,000	\$72,124	\$10,231,154
Beechcraft B-200	NA	\$1.330.160	\$15.200.295



Either the Beechcraft 1900D or the Pilatus PC-12 would be less costly to operate than the current Beechcraft B-200 over a 10-year period. Table N-3 and the following chart compare the life cycle costs of the Beechcraft 1900D and the Pilatus PC-12 over the 10-year period.

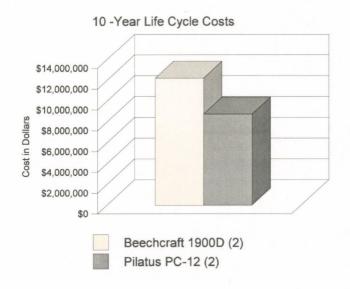
Table N-3 10-Year Life Cycle Costs

Model	Purchase Price	10-Year Operations Costs	Residual Value ²⁷	10-Year Life Cycle Cost ²⁸
Beechcraft 1900D (2)	\$7,600,000	\$11,466,130	\$6,840,000	\$12,206,130
Pilatus PC-12 (2)	\$4.870.000	\$10.231.154	\$6.331.000	\$8.770.154

¹st Year Cost and 10-Year Cost represent out-of-pocket budget costs for contractor operations based on LCC analysis. See NV Appendix.

Residual value is calculated from the historic values of each model aircraft

The 10-year life cycle cost represents the true cost to the U.S. taxpayer.



The Beechcraft 1900D has a 10-year operations expense of \$2.7 million more than the Pilatus PC-12 and a 10-year life cycle cost of \$4.9 million more than the PC-12. Since either airplane can accomplish the required mission, the PC-12 is the best choice as the airplane for the future.

NV program managers would like a third fixed wing aircraft to assure availability. If the DOE Program Office changes the present mission requirements from one aircraft on standby and another as backup to mandate two airplanes on call at all times, a third airplane would be needed to cover the time when one of the primary airplanes was not available. The third airplane would also be available to undertake routine aerial radiological surveys without interfering with the emergency response standby posture of the two primary airplanes if the DOE Program Office includes radiological surveying in its mission. A decision to purchase a third PC-12 should be deferred until the other options are examined in detail. If a third PC-12 is added to the fleet, the cost of operation will be approximately \$2,400,000 for the 10-year life cycle since no additional crew or mechanics should be needed to operate and support the aircraft. The use of military or ISSA services would avoid the capital investment of a third airplane and are attractive as supplemental services to the DOE fleet.

Helicopters - Future Fleet

The following section on aircraft sales was written prior to the release of RSL's 5-Year Plan. The discussion and recommendations below are superceded by those in the NV Preface. Disposal of the aging BO-105s that are operationally limited in their capabilities and replacement with one additional Bell-412 would assure that NV had the needed coverage for its emergency

management mission. The Bell-412 helicopters have adequate power for all mission profiles, are able to carry multiple sensors, and have proven reliable. To upgrade the helicopter fleet, the Aircraft Cost Evaluator and Life Cycle Cost analysis also indicates that the helicopter of choice is the Bell-412. The retail market price of a Bell-412 similar in age to the aircraft now owned is \$2,650,000. DOE already owns a stock of routine spare parts and the special tools for these aircraft. Adding a similar aircraft to the fleet will not require additional parts or tools, allowing DOE to forego approximately \$225,000 in acquisition expense for spare parts, \$125,000 in crew and mechanic type training, and \$20,000 annually in crew recurrency training. Safety will be enhanced by commonality of aircraft for the missions.

By adding one Bell-412 to the fleet, NV will have two mission-ready helicopters available continuously. NV can base two of these aircraft at Nellis or Andrews as needed to meet priority needs. The out of pocket expense over the 10-year period is minimized with this choice. In addition, the life cycle cost, which represents the real cost to the taxpayer, is also minimized.

Tables N-4 and N-5 illustrate the costs for the addition of one Bell-412 for the 10-year study period, FY2002—FY2011. These costs are represented in Table N-4 below. The 10-year operations cost includes the expected inflation of money for the 10-year period as accumulated each year. As such, the \$7,107,701 is the total spent over 10 years.

Table N-4 DOE Budget Cost Additional Bell-412

Model	Purchase Price	1 st Year Operations Cost	10-Year Operations Cost
Bell-412HP	\$2,650,000	\$538.815	\$7,107,701

The 10-year life cycle cost shows the true cost to the U.S. taxpayers for the aircraft being examined. The residual value of the aircraft is projected based on the actual historical value for this make and model aircraft.²⁹ The residual value is subtracted from the sum of the purchase price (if the aircraft is acquired at the beginning of the 10-year period) and the operational expenses. Since there is a residual value in this case, the true cost of ownership and operation for the 10-year period is less than the cost of operations. No inference should be made nor assumed that the aircraft will be sold at the end of the 10-year period. Rather, the information should be recalculated at the end of the period, using the costs and values at that time, to determine the best decision.

Table N-5 10-Year Life Cycle Cost Additional Bell-412

Model	Purchase Price	10-Year Operations	Residual Value	10-Year Life Cycle Cost	
Bell-412HP	\$2.650.000	\$7,107,701	\$3,112,500	\$6,645,201	

Aircraft Bluebook Price Digest; and Helicopter Residual Value Guide; both published by Intertec Publishing, ibid.

Are the Bechtel-Nevada costs for aviation operations appropriate?

The RSL activities are part of the overall scope of work for the NV M&O contract held by Bechtel-Nevada. NV is not in compliance with the FAIRS cost accumulation and reporting standards. How NV is presently reporting cost distorts the true cost of aircraft ownership and operation. For example, overhead expenses are being reported as costs against the aircraft. Since overhead expenses would continue to exist regardless of whether an agency has fleet aircraft, they should not be reported as aircraft costs. Although these expenses may be legitimate and justified, they are not aircraft operating expenses. Other costs, such as modifying the aircraft to carry a new sensor, are programmatic expenses. These costs should be tracked but not reported as aircraft costs. The present practice of pooling and spreading overhead costs and charging programmatic expenses to aircraft leaves no accountability of the actual cost associated with any particular activity. Overhead rates for aviation should be determined by the actual costs of overhead activities based on ownership and operation of the aircraft.

The following two tables and the chart illustrate the difference in current costs for NV aircraft versus should costs³⁰ of the same aircraft.

The *Present Fleet - Current Cost (Normalized)* (Table N-6) represents the projected costs of retaining the present fleet mix and extending the current contracting practices for the 10-year life cycle period. The Present Fleet - Current Costs (Normalized) are the current costs of operations and maintenance as reported by the contractor. These costs are adjusted to add or subtract costs that were inconsistently reported. They continue to include those programmatic costs that are unrelated directly to aircraft operations or maintenance.

The *Present Fleet - Should Cost* (Table N-7) represents the projected costs of retaining the present fleet mix, current level of effort, and applying the FAIRS standards to cost reporting.

Should cost for the aircraft have been adjusted for the emergency response standby requirements, cost of insurance, cost of financing, contractor fees, and miscellaneous costs.

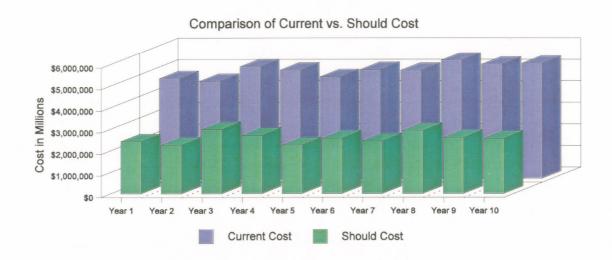
Table N-6

PRESENT	PRESENT FLEET - CURRENT COST (NORMALIZED)											
Aircraft	Year	1	2	3	4	5	6	7	8	9	10	Total
N10EG												\$8,239,993
N185XI		\$928,324	\$951,623	\$946,404	\$1,337,672	\$997,319	\$1,044,723	\$1,081,928	\$1,078,856	\$1,107,485	\$1,136,871	\$10,611,205
N40EG		\$69,099	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,099
N411DE												\$11,815,438
N412DE		\$380,343	\$263,614	\$270,204	\$276,959	\$283,883	\$290,980	\$298,255	\$305,711	\$313,354	\$321,188	\$3,004,491
N50EG		\$1,566		\$0	4	\$0	Ψ	Ψ .	\$0	9	\$0	T - 7
N60EG												\$4,525,760
N6451D												\$4,589,090
N70EG		\$639,168	\$740,133	\$668,873	\$685,595	\$702,735	\$852,793	\$738,311	\$756,769	\$775,688	\$795,080	\$7,355,145
T	OTALS	\$4,634,937	\$4,512,223	\$5,180,546	\$5,019,452	\$4,708,691	\$5,041,695	\$5,008,444	\$5,480,652	\$5,289,250	\$5,335,952	\$50,211,787

Table N-7

PRESE	NT FLEE	T, SHOUI	LD COST									
Aircraft		1	2	3	4	5	6	7	8	9	10	Total
N10EG		\$394,953	\$408,359	\$462,442	\$493,645	\$439,758	\$478,313	\$462,021	\$473,571	\$539,215	\$497,546	\$4,649,823
N185XI		\$432,344	\$443,324	\$419,595	\$871,214	\$444,441	\$482,517	\$507,885	\$484,437	\$498,538	\$513,040	\$5,097,335
N40EG		\$22,123		\$0		\$0	\$0	4 0		\$0	40	\$22,123
N411DI	E	\$599,642	\$468,459	\$1,278,225	\$492,175	\$504,479	\$517,091	\$530,018	\$1,024,765	\$556,850	\$570,772	\$6,542,476
N412DI	E	\$377,754	\$235,712	\$241,605	\$247,645	\$253,836	\$260,182	\$266,687	\$273,354	\$280,188	\$287,193	\$2,724,156
N50EG		\$1,566		\$0		\$0	\$0		\$0	Ψ Ψ	ΨΟ	\$1,566
N60EG		\$187,314	\$151,636	\$155,427	\$167,816	\$163,295	\$187,091	\$171,562	\$175,851	\$228,563	\$184,754	\$1,773,309
N6451D		\$185,439	\$223,083	\$195,880	\$200,777	\$205,797	\$236,059	\$248,918	\$226,185	\$227,161	\$232,840	\$2,182,139
N70EG		\$218,285	\$325,725	\$226,152	\$231,806	\$237,601	\$402,529	\$249,630	\$255,870	\$262,267	\$268,824	\$2,678,689
	TOTALS	\$2,419,421	\$2,256,300	\$2,979,329	\$2,705,082	\$2,249,212	\$2,563,788	\$2,436,728	\$2,914,041	\$2,592,791	\$2,554,979	\$25,671,616

This recap includes the same operations costs (variable and fixed) as the "Present Fleet, Current Costs (Normalized)" recap, with the actual "overhead 10% factor of variable and fixed for Operations Overhead and another 10% for Administrative Overhead (G&A).



As the tables and chart illustrate, there is a large difference in how the current cost for NV aircraft is reported versus what the cost should be.

CAPS II also investigated the differences in average corporate costs to DOE costs for ownership and operations of the same types of aircraft as compared by the Aircraft Cost Evaluator and Life Cycle Cost 2000 software. To help our understanding of the contractor records and methods of cost accounting, the team requested and received a comprehensive briefing by the Bechtel Financial Office on the cost and pricing structure in use under the current M&O contract.³¹

This knowledge was used in a detailed audit of the aviation records. As examples, the average corporate cost³² of owning and operating a Beechcraft B-200 and Cessna Citation II, flown at the same utilization rate as experienced in NV, is shown in Table N-8 and Table N-9.

Table N-8 Beechcraft B-200 Costs (2 airplanes)

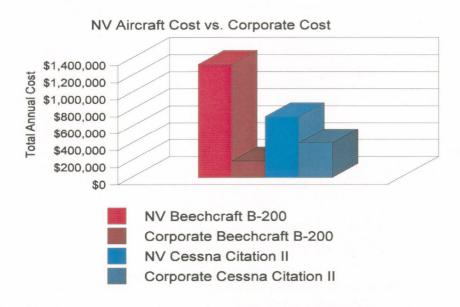
Type of Operation	Annual Direct Cost	Annual Fixed Cost	Overhead	Total Annual Cost
NV	\$165,868	\$349,001	\$815,291	\$1,330,160
Corporate	\$178,797	\$209,137	Included in fixed cost	\$387,934

See NV appendix, Bechtel-Nevada Cost Model.

Corporate costs from the Life Cycle Cost 2000 and Aircraft Cost Evaluator; both published by Conklin & de Decker Associates, Inc., Orleans, MA, 2000. See NV appendix for details.

Table N-9 Cessna Citation II Costs

Type of Operation	Annual Direct Cost	Annual Fixed Cost	Overhead	Total Annual Cost
NV	\$145,320	\$183,808	\$389,627	\$718,755
Corporate	\$146.595	\$259.840	Included in fixed cost	\$406.435



Some operational differences are expected. For example, the corporate model in the software uses \$2.06 per gallon for fuel costs, an average price for jet fuel at airport locations at the time of this study. Bechtel-Nevada buys bulk fuel from the military contract at Nellis AFB and pays \$1.37 per gallon. The Bechtel-Nevada operation at WAMO similarly acquires its fuel from the Air Force at Andrews AFB. Despite the recent escalation in fuel prices, the proportion of difference in cost remain. In addition, the corporate models include industry averages for hull and liability insurance, which is not required by DOE. Bechtel is only required, by contract, to carry commercial insurance policies for third-party liability of the aircraft operation. The premiums for these policies are included in our calculations and are less than the insurance costs paid by corporate operators. The corporate costs represent the direct and fixed costs of aircraft ownership and operation including facilities, overhead, and supplies. The corporate costs do not consider a profit for the owner. Regardless, the marginal differences of these direct and indirect costs compare favorably. But, the overhead costs, as reported by NV, add a significant difference to the total annual cost of operating the aircraft. At NV, for every \$1.00 of aviation service labor received, DOE is paying \$2.84.

The Bechtel cost construction model is presented in the NV Appendix. This model helps to explain the multipliers and cost spreading techniques that drive the NV costs to questionable levels for the aviation activity.

NV's present practice of pooling and spreading overhead costs and charging programmatic expenses to aircraft distorts the actual cost associated with the aircraft. Overhead rates for aviation should include only the actual costs of overhead activities based on ownership and operation of the aircraft. By changing the way NV reports aircraft costs, the true cost of aircraft ownership and operation would be reflected. Revised reporting under the FAIRS cost accumulation and reporting standards may demonstrate some cost reduction. However, the current contract with the NV M&O Contractor, a joint venture headed by Bechtel, Inc., does not require reporting under the FAIRS standard. Requiring the use the FAIRS standard would require contract renegotiation.

If the current costs for aviation operations are inappropriate, what options does management have to reduce the costs?

If revised reporting under the FAIRS standards does not demonstrate some cost reduction, management has four additional performance options:

- 1. Conversion to a federal workforce;
- 2. Conversion to an ISSA with the military;
- 3. Conversion to ISSA with another federal agency; and
- 4. No action.

Conversion to Government performance, whether civil service or military, requires a formal make-or-buy analysis following the dictates of OMB Circular A-76. CAPS II contains such an A-76 analysis; only publication of a public announcement and a public comment period would be required to implement one of the conversion options.

The first option is to convert the aviation function at NV to a Federal workforce. This conversion assumes that the Government will not pay any penalties to the contractor for termination but will convert on an appropriate contract extension or renewal anniversary date in the future. There are possible intangible conversion costs associated with this action including potential interruption of work. Regardless, the costs are presented below in Table N-10 to illustrate that such conversion is economically viable and a sure method to contain costs.

A second option, raised by the NV Emergency Response Aviation Program Review³³ during the course of the study, proposed the viability of conversion to an ISSA with the military, whereby it might provide some or all of the aviation services needed by NV. CAPS II examined the cost of the military conversion option and the results are presented in Table N-11.

A third option is conversion to an ISSA with another Federal agency with civil service employees. Any conversion must first assure continuity of operations and needs careful planning and a phased implementation.

These three options are based on the modernization of the fleet with more effective and efficient aircraft. The detailed discussions and the analysis presentations in the NV appendix to this report are based on a final fleet mix of three Bell-412 helicopters and two fixed wing airplanes in lieu of the present fleet of nine aircraft. The addition of the third Bell-412 helicopter is deferred until dictated by mission requirements. It assumes the helicopter's eventual addition and presents costs accordingly.

"No action" is also an option. This option would assume that flight modernization does not take place, and the current fleet of aircraft is retained.

Conversion to Federal Workforce Option

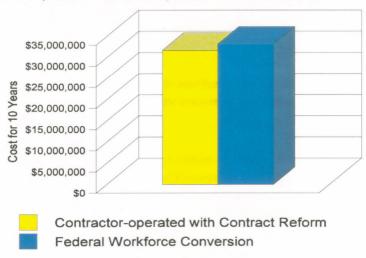
CAPS II examined the cost and feasibility of converting the contracted aircraft operations and maintenance to performance by civil service employees. For this analysis, the team extrapolated the overall costs of operations and maintenance of the future fleet and contrasted this with contractor-operated with contract reform. Assuming that the contract reforms previously discussed are in place, a straight analysis of the current contract costs to Government performance shows that the conversion to Government employees would, in this case, add \$1,456,177 to the 10-year budgeted expense. The higher cost of Federal performance results from the employment of General Schedule employees at grades commensurate with the Federal Personnel Manual guidance and X-118 standards.

Table N-10 Cost Summary Comparison

OPTIONS Contractor-operated with Contract Reforms		Federal Workforce Conversion	
10-Year Budget	\$31,671,029	\$33,127,206	

Final Report, dated 4/17/2000, of the Nevada Operations Office, Emergency Response Aviation Program Review, Department of Energy, March 20-30, 2000, Pg 17-18.





Conversion to an ISSA with the Military Option

Internal discussion within the DOE Program Office (SO-40) and the NV Aviation Program Study³⁴ suggested that the military services, most probably the National Guard, might be able to supply aviation support, or a portion thereof, to the RSL and the emergency response missions. CAPS II conducted a detailed study of potential military aircraft to support NV's mission and the costs of operating the military aircraft. CAPS II also reviewed some of the operational and management parameters involved in converting a contracted activity to a Government military activity. Military aircraft potentially available to serve these missions include the C-12, C-23, C-26 and UH-60. CAPS II gathered the costs of interagency cooperative service from the Office of the Joint Chiefs of Staff, Special Air Mission (SAM) Programs Office, Department of Defense. The team discussed the potential for the use of active duty and National Guard aircraft in the roles of emergency response, sensor development, and training. The SAM office referred us to the Army National Guard and Air National Guard C-26 aircraft program managers for all C-26 discussions.

The C-12 is the military equivalent of the Beechcraft B-200, presently owned by DOE and in service to NV. The C-12 aircraft cannot carry the required weight of the necessary sensors with sufficient fuel to deploy beyond 600 miles. This is the same inadequacy currently encountered with the B-200s presently assigned to NV. Transferring the problems of the current airplanes to similar military airplanes is counterproductive, and the C-12 was not considered further for these missions.

The Nevada Aviation Program Study was commissioned separately by the Office of Emergency Operations.

The C-23 is the military version of the Shorts 330. The C-23 has a cruise speed of 145 knots which, combined with its limited fuel range, would require 2 days to deploy cross country. The airplane is unpressurized, which limits its effective working altitude to 10,000 feet. The required working altitude for the photographic missions is 25,000 feet. These limitations remove the C-23 from further consideration.

The C-26 is the military version of the Fairchild Metro III commuter airliner. The Army National Guard airplanes do not have camera ports, but the Air National Guard does have some C-26 airplanes equipped with camera ports. The C-26s have been modified with camera ports that are accessible from within the cabin during flight. The cabin configuration is narrow but long, offering cramped working space but adequate sensor and camera mounting. This aircraft appears to be a workable candidate for the photographic and multispectral sensor missions if an effective and economical agreement can be worked out with the Air National Guard. The expected cost of using C-26 aircraft for the mission that has been performed by the NV Cessna Citation is \$330,000 per year. This sum includes only the aircraft reimbursable charges for 110 flight hours per year. This option is viable if the National Guard can assume and support the emergency response requirements of the photo and multispectral sensor missions.

The UH-60 Blackhawk (and its variants) is the standard military, utility helicopter available today. This helicopter exceeds all of the capacity and performance requirements needed to perform the sensor development missions and the emergency response missions with radiological sensors. It is able to carry two externally mounted sensor pods and also carry a team of NEST personnel for deployment at a target site. The five-bladed main rotor system offers self-damping characteristics similar to the Bell-412 presently in use by NV. These inherent damping characteristics are critical to the calibration and proper functioning of the sensor systems. Helicopters with two-bladed main rotors induce a 2:1 (sometimes called 2/rev) lateral vibration in some modes of flight, which translates into an induced error in the sensor geometry and, consequently, a failure of the systems to gather acceptable data. This precludes consideration of the military UH-1 series of helicopters and variants. Smaller military helicopters such as the OH-58 series do not have sufficient capacity or fuel range to perform NV's missions. Larger military helicopters such as the CH-53 series and CH-47 series are entirely too large and too costly to be considered.

To accommodate the current sensors, military aircraft used to perform the AMS missions would need airframe and electrical modifications. The necessary modifications and their costs vary with the extent of modification needed. Wiring and mounting modifications are estimated to cost less than \$100,000 per aircraft. The CAPS II team and the Air National Guard aircraft program manager discussed the possibility of the Air National Guard performing these missions for DOE. Air National Guard has some interest in performing them. However, no particular aircraft would be identified to perform the missions. All candidate aircraft would have to receive the necessary modifications. At the present time, the military will not allow the necessary modifications to its aircraft. The Air National Guard would be willing to perform DOE missions only if it did not interfere with its own missions. These challenges might be resolved with high level negotiations

and agreements. DOE can produce additional sensor suites at an estimated cost of \$6,000,000³⁵ per shipset, to allow them to be used on military aircraft. The aircraft may need to be based at the RSL facilities at Nellis AFB and Andrews AFB because of time limits from mission notification to aircraft deployment. To assume a primary emergency response mission, the military crews would need to be available to train with the RSL scientists and be on the same response schedule as the present contract personnel, including ground crew and maintenance. Arrangements would also have to be made to notify the military aircrews as well as the RSL mission scientists for a launch. The response requirements could present inherent policy, management, and cost obstacles since the National Guard consists of a small group of full time technicians and a majority work force of part-time personnel. The part-time personnel frequently serve as convenience and their civil employment allows. Attempting to manage and schedule a part-time work force for a 24-hour-per-day mission might not be feasible.

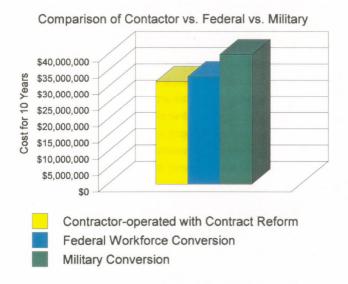
A more suitable mission for the military in support of RSL might be in providing supplemental aircraft and crews in a backup role, as needed, during times when the DOE aircraft are deployed on other missions. Another suitable mission might be to provide aircraft for an Outside-the-Continental-U.S. (OCONUS) mission since DOE NV aircraft do not have an OCONUS capability. Should future mission needs dictate an OCONUS operation, the military could be tasked with that mission. Providing supplemental or OCONUS support would allow more time for deployment, relieving the military of the alert requirements. However, the costs and management issues of modifying aircraft and training with RSL scientists would remain to be resolved.

If it became possible for a National Guard unit with the appropriate mix of aircraft and the personnel to perform the entire RSL aviation support mission, the cost of the military operation would exceed the cost of the contractor operations with contract reform option by \$8,235,647 for the 10-year study period. Federal conversion with a civil service workforce saves \$6,779,470 over the military performance option. This cost does not include the additional cost of producing one or more shipsets of sensors at \$6,000,000 each. The calculation is based on the use of C-26s and UH-60s to support the flying hours described for the future fleet. The cost of military aircraft to *supplement* the DOE fleet aircraft is dependent upon the actual modifications and imposed flight hour requirements to be developed in a future agreement.

Table N-11 Cost Summary Comparison

OPTIONS	Contractor-operated with Contract Reforms	Federal Workforce Conversion	Military Conversion	
10-Year Budget	\$31,671,029	\$33,127,206	\$39,906,676	

NV program office estimate.



Conversion to an ISSA with Another Federal Agency Option

Options have also been discussed with Office of Emergency Operations and NV concerning the use of an ISSA with the U.S. Customs Service or with other Federal agencies to support the RSL aircraft mission needs. An ISSA could be established with the Customs Service to use its P-3 aircraft to fly the supplemental RSL mission or provide OCONUS support. Similar issues to the military option would have to be addressed in the areas of training with RSL scientists, response time, and aircraft modifications to assume the full RSL emergency response mission. It has been estimated by the Customs Service and the RSL that four aircraft would need to be modified at the cost of \$100,000 each to structurally allow them to carry the sensor package. DOE would have to spend an additional \$12,000,000 to develop two sensor packages designed for the P-3 aircraft. The Customs Service would also charge DOE \$5,500 per hour, and labor overtime, to fly the aircraft. As with the military option, the P-3 aircraft could be used in a supplemental support role or to provide OCONUS capabilities that do not currently exist at the RSL.

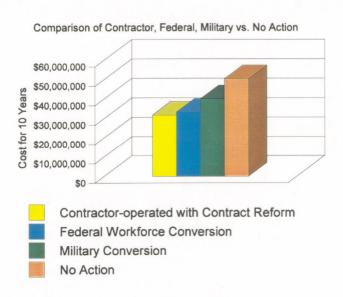
Differences in operations and airworthiness standards would need to be addressed if the other agency involved in an ISSA does not maintain and fly its aircraft to the same standards required of DOE aviation operations. The DOE RSL aircraft are flown and maintained in accordance with FAA requirements. If another Agency, under an ISSA, flew its aircraft in the Public aircraft category that is exempt from FAA requirements (except for National airspace rules), issues such as employee life insurance and DOE accountability would need resolution. Many life insurance policies have standard clauses negating the policy if the policy holder is flying on a noncertified aircraft. DOE management would assume unusual risk and accountability by directing employees to fly on aircraft that are operated and maintained to different standards than DOE's fleet aircraft.

No Action Option

One option is always no action or maintenance of the status quo. This option assumes that the present fleet, minus the two BO-105 helicopters in storage, is retained and operated under the present contracting arrangement. This choice leaves NV seriously handicapped in its ability to meet its mission mandates for emergency response and imposes a significant cost penalty. Extrapolating the life cycle costs for the present fleet results in a 10-year budget cost of \$50,211,787 to DOE. This option has a 10-year budget cost of \$18,540,758 more than the contractor-operated option with contract reforms. However, if contract reform is not enacted as recommended, conversion to a Federal workforce results in a cost savings of \$17,084,581 over the "No Action" option.

Table N-12 Cost Summary Comparison

OPTIONS	Contractor-operated with Contract Reforms	Federal Workforce Conversion	Military Conversion	No Action
10-Year Budget	\$31,671,029	\$33,127,206	\$39,906,676	\$50,211,787



Options Summary

The most efficient and effective option for aviation service to NV and the RSL is the contractoroperated with contract reform choice, which includes fleet modernization.³⁶ Proceeds from the sale of seven aircraft in the present fleet should provide all of the funds needed to purchase the

See NV appendix for complete cost spreadsheets of contractor-operated vs. Government conversion options, each with PC-12s or Beech 1900s.

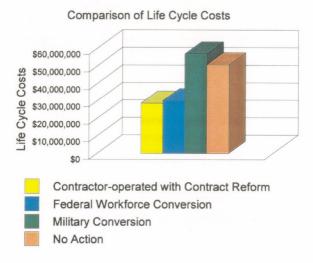
two replacement, fixed wing aircraft. This option saves the taxpayers \$22,049,961 and saves DOE \$18,540,758 over the "No Action" option for the 10-year study period (See Table N-13). The addition of the third Bell-412 helicopter is a program action depending on future mission requirements. The Office of Emergency Operations will coordinate future mission requirements with OAM.

A second option, if contract renegotiation or rebidding fails to yield the necessary savings, is conversion to a Federal workforce for the aviation function. A carefully planned transition should produce uninterrupted service. This option includes fleet modernization. This option saves the taxpayers \$20,593,784 and saves DOE \$17,084,581 over the "No Action" option for the 10-year study period.

A third option is conversion to a military workforce for all, or as a supplement to, the mission flight needs. The legal, policy, and management problems inherent in this choice present significant challenges to the success or feasibility of military aviation support for these missions. Conversion of any part of the NV aviation support function to military service would require negotiations at the highest levels to allow modification of the military aircraft, ensure availability, and ensure an equivalent level of safety to the DOE standards. Funds to build additional sensor shipsets would have to be allocated at a cost of \$6,000,000 per shipset per RSL estimate. If successfully enacted, total conversion to the military option will cost the taxpayers \$28,181,350 more than the contractor-operated with contract reform option. As a supplement to the DOE fleet, a savings of \$2,435,000 in capital cost and \$3,000,000 in operations cost are possible by foregoing the acquisition of a third PC-12.

Table N-13 NV Options Summary Life Cycle Cost of Options

OPTIONS	Mission Feasibility	10-Year	Life Cycle Cost	A-76 Cost
Contractor-operated with Contract Reform	Excellent	\$31,671,029	\$28,622,326	\$116,751,323
Federal Workforce Conversion	Excellent	\$33,127,206	\$30,078,503	\$108,537,408
Military Conversion	Questionable	\$39,906,676	\$56,803,676	XXX
No Action	Poor	\$50,211,787	\$50,672,287	XXX



Recommendations, time phasing, and administrative tasks associated with these options are presented in the following Recommendations and Tasks section.

Supplemental Service to the DOE Fleet

The ability to successfully employ the Customs Service P-3 aircraft, as discussed above, depends upon the successful negotiation of availability and priority for the DOE missions, ability to modify the P-3 aircraft to accommodate the sensor suite, and further development in the sensor packages to allow remote control of all systems.

The operational costs of an ISSA can only be addressed when, and if, a P-3 was called for service. Training flights and equipment proving flights costs could be forecast only after an agreement was defined and negotiated. The costs of development and deployment of the two required sensor suites are estimated at \$12,000,000.

Recap of Issues Requiring NV Attention

The CAPS II review of RSL aviation activities discovered two significant issues requiring management attention:

- 1. An in-depth review of Bechtel-Nevada cost reports revealed that unexpectedly high overhead rates were being applied to the cost of aviation operations.
- 2. The present fleet mix of aircraft **cannot meet mission requirements effectively or economically** due to the aging fleet, evolving mission needs, and multiple sensor configurations.

CAPS II

Recommendations and Tasks Nevada Operations Office

The following Recommendations are still valid and should be completed as scheduled. The RSL 5-Year Plan does not change these recommendations.

SO-40:	
Publish a clear, unequivocal policy statement regarding response times, number of aircraft on call, and actions for emergency response aircraft missions.	FY 2001
Further explore the feasibility and cost of an Interservice Support Agreement with the National Guard or other Federal agency to provide limited, supplemental aviation support for OCONUS and contingency operations.	FY 2001

NV:	
Adopt FAIRS standards for aircraft cost accumulation and reporting.	FY 2001
Provide cost data in FAIRS report format to OAM for FY 2000, and annually for each succeeding year.	FY 2001
Further research operational advantages and limitations of using military or other agency assets to provide limited aviation support to RSL. Report to the Program Office and OAM.	FY 2001

OAM:	
	FY 2001-
Provide guidance and support for contract reform.	FY 2002
Review and approve aircraft acquisitions, modifications, safety and training plans, operating specifications, and revision of the NV Implementation Plan.	FY 2001– FY 2002

The following Fleet Modernization Recommendations were written prior to the release of RSL's 5-Year Plan. They are superceded by those in the NV Preface. However, in the event that organic aircraft are needed at NV for longer than shown in the 5-Year Plan, these recommendations should be revisited to support the replacement of aircraft in the NV fleet depending on the situation at that time.

SO-40:	
Provide budget resources to modernize the NV aircraft fleet.	FY 2001– FY 2002
Endorse a decision to dispose of seven fleet aircraft and replace them with three aircraft.	FY 2001
Provide up-front funding to acquire two Pilatus PC-12 airplanes as soon as possible in lieu of the present Beechcraft B-200 airplanes. Recover up-front funding from the sale of present assets.	FY 2001
Budget appropriated funds, if necessary, to supplement the sale proceeds from the present fleet toward replacement aircraft. Recover budgeted funds from reduced operations costs.	FY 2001– FY 2002
Determine the programmatic necessity of a third helicopter to provide support for an increased mission profile. If needed, provide funding to acquire the third helicopter by purchase or lease.	FY 2001

NV:	
Plan transition to new airplanes including personnel training, spare parts lists, modifications, and time phasing.	FY 2001
Plan continuity of operations during transitions.	FY 2001– FY 2002
Direct the M&O contractor to prepare the four BO-105 helicopters to be sold in flyable condition.	Complete

OAM:	
Negotiate an exchange sale waiver with GSA on behalf of DOE for the NV aircraft.	FY 2001

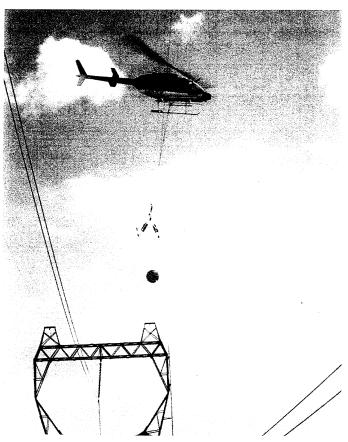
Direct and coordinate the sale of seven fleet aircraft and replacement with three more capable aircraft.	FY 2001– FY 2002
Determine the most advantageous acquisition method based on cash and funding availability.	FY 2001– FY 2002

Western Area Power Administration

Western completed a program wide A-76 Study of its Aviation Program in 1998. This study indicated that Western could reduce its fleet from five to three aircraft, reorganize its operating

and management methods and achieve substantial economies. The study also showed that continuing the operation of its fleet aircraft with Federal employees was cost advantageous. The study, which took more than a year of effort, was reviewed in detail and approved by the DOE Senior Aviation Management Official. Subsequently, tenets of the study were challenged by American Eurocopter and subjected to a GAO audit and hearing. The testimony at the hearing was provided by Western on behalf of the Government and supported by OAM. The GAO hearing reaffirmed Western's choice of aircraft, and the Comptroller General supported the Government's position. The Western A-76 Study was approved and is incorporated into this report by reference.

Western has implemented the recommendations of its 1998 study and has reduced its fleet of five helicopters to two Bell 206 L3s and one Bell 407. After



several months of operations with the reduced fleet, the Western Aviation Manager reports that the new B-407 is suitable, and the reduced number of aircraft does not adversely affect Western's ability to perform powerline patrol, routine radio and power grid site maintenance, and emergency response to power outages.

Western and OAM will continue to monitor the levels of service and costs of aircraft operations for future enhancement. No further recommendations are made for Western.

Savannah River Site

Savannah River Site operates two Eurocopter BK-117 helicopters for site support, flying a total of more than 800-hours per year. The helicopters fly a security mission at SR to prevent the unauthorized removal of special nuclear material from the site. The helicopter operation has been FAA certified as meeting the requirements of 14 CFR135, and the aircraft are maintained to those standards. The aircraft have been specially modified for their security mission to include a machine gun mount for aerial gunnery support and the installation of Night Sun and Forward Looking Infrared (FLIR) systems. On a noninterference basis with the security mission, these helicopters are used in support of environmental management, the U.S. Forest Service, or Savannah River Ecology Laboratory missions. The security mission is mandated by the classified Site Safeguard and Security Plan; it requires that one helicopter and its flight crew are on alert 24 hours a day, 365 days a year. The helicopters are operated by Wackenhut Services, Inc., the site security contractor. At SR, the security contract is independent from the M&O contract held by Westinghouse.

The CAPS II team visited SR to interview appropriate DOE and Wackenhut personnel in order to gain a further understanding of the security helicopter operation and Wackenhut's cost accounting procedures. The day-to-day operations of the two BK-117 helicopters are well coordinated and integrated into SR's daily operations. By policy and practice, the aircraft are always operated by two pilots. This requirement for two pilots contrasts with the corporate use of this type helicopter which normally necessitates only one pilot in the aircraft. The security requirement, to have a 2-person crew at ready standby in the helicopter operations center 24 hours a day, necessitates employing 10 pilots.

Most of the helicopter maintenance is accomplished in-house by a lead mechanic and one other mechanic. SR maintains a hanger/maintenance facility on site and stocks a limited number of repair parts.

The CAPS II review of SR aviation activities investigated three significant issues:

- 1. Can the present fleet of BK-117 helicopters meet optimum mission endurance requirements with a full load of personnel and equipment?
- 2. If the present fleet cannot meet optimum mission endurance requirements with a full load of personnel and equipment, what other aircraft are available to meet the requirements? Is the cost justified?
- 3. Are the Wackenhut Services, Inc. costs appropriate?

Can the present fleet of BK-117 helicopters meet optimum mission endurance requirements with a full load of personnel and equipment?

During the CAPS I team's SR site visit, Wackenhut aviation personnel indicated that the current BK-117 helicopters could not meet optimum mission endurance requirements with a full load of



personnel and equipment per the Site Safeguard and Security Plan. CAPS I suggested that replacement helicopters should be explored as part of the follow-on cost analysis.³⁷

CAPS II verified that the BK-117 could only carry a limited fuel load when transporting a fully equipped emergency response team.

However, further discussions

revealed the BK-117 does have sufficient fuel to meet all contingencies in the SR Site Safeguard and Security Plan. Although the SR site is 310 square miles, the typical mission flight is less then 15 minutes for the first responder mission, a time period the BK-117 can easily accommodate. The secondary responder mission, when SR would be in an extended security status, requires longer flights but allows the aircraft to return to its base for refueling without mission impact.

If the present fleet cannot meet optimum mission endurance requirements with a full load of personnel and equipment, what other aircraft are available to meet the requirements? Is the cost justified?

CAPS II discussed the mission requirements with SR and considered four different options to meet optimum mission requirements. The following options were considered:

- Converting to EC-145 helicopters,
- Sharing a Bell-412 with the NV Washington Aerial Measurements Office,
- Converting to Bell-412 helicopters, and
- A no action option.

These options are discussed in greater detail below.

³⁷ CAPS Phase One Final Report; SR Customer Summary Table.

Conversion to EC-145 Helicopters

The EC-145 helicopter is manufactured by Eurocopter, the same company that makes the BK-117. During the interviews at SR, the program and aviation staffs expressed an interest in converting to this type of helicopter. The EC-145 is similar to the BK-117 but is a newer aircraft design with a larger cockpit and cabin area. The larger interior volume would allow for placement of new equipment such as a digital downlink for the FLIR optical system and more comfort and faster egress for the emergency response teams. The EC-145 shares some parts, such as the drive components, with the BK-117; this would reduce conversion costs by reducing training time and parts necessary for the spare parts inventory. With the current mission loads, the EC-145 would have more endurance and a faster cruising speed then the BK-117, and it would not require larger hangers or landing zones. The EC-145 is currently being sold in Europe and is not available in America. Eurocopter has not established a price or market availability for this helicopter in the United States. The EC-145 is not a viable alternative in the immediate future, and no further consideration is given to this option. If and when the BK-117's are inadequate for the SR mission, the EC-145 might be a candidate for its replacement. This option will be a subject for periodic future review by OAM.

Shared Aircraft Option

The NV Emergency Response Aviation Program Review³⁸ report suggests standardizing the DOE helicopter fleet by converting to Bell-412s at SR. In addition, it also proposes that only one aircraft would be stationed at SR. The second aircraft would be shared with the NV Washington Aerial Measurements Office (WAMO) at Andrews AFB in Maryland; it would be the backup aircraft for SR. If needed, the SR aircraft would back up the WAMO aircraft, leaving SR without aviation support. As discussed in the NV section of this report, three helicopters are required to meet RSL's current mission, one on alert at the base in NV, one on alert in Maryland, and one backup aircraft. If the additional mission of backing up the SR operation was added, one more aircraft would be required to ensure that a spare aircraft was always immediately available.

DOE at SR raised several concerns about this option. The site security plan requires that an aircraft be on alert at all times. Currently, if the alert aircraft has a maintenance problem, the local, backup aircraft is immediately configured for the mission with little down time. If the backup aircraft was located in Maryland, CAPS II calculated that it would take 12 hours to reconfigure the aircraft and fly it to SR, an unacceptable amount of time under the current security plan. To ensure interoperability, all Bell-412 aircraft in the DOE fleet would have to be modified for the SR security mission and the AMS sensor missions, costing an estimated \$1,000,000 for gun mounts. A FLIR optical system and Night Sun wiring and equipment would also be required. A further complicating factor with sharing aircraft, parts, and personnel is that each DOE aviation operation is the responsibility of a different contractor. Transferring aircraft

April 17, 2000, page 24.

between operating contractors raises responsibility and accountability questions that would have to be resolved before one contractor would be willing to accept an aircraft from another organization without a records review and official transfer. This also presents legal challenges in transferring an aircraft into, and out of, operation by SR, which is an FAA certificate holder, and NV which is not.

Conversion to Bell-412 Helicopters

The CAPS II Team investigated the economic possibility of replacing the BK-117s with larger aircraft such as the Bell-412s. The Bell-412 is a twin engine helicopter that is larger than the BK-117 and can easily meet the mission requirements at SR. A Bell-412 aircraft was used in a similar security operation at the DOE Idaho National Engineering Laboratory, and it can be modified for the special mission equipment needed at SR as well as to carry a fully equipped emergency response team. Because the SR mission requires one helicopter to be on alert at all times, two Bell-412s would have to be purchased to allow for maintenance downtime while still meeting the alert commitment. DOE would also have to modify the two aircraft as well as expend addition funds for training flight crews and maintenance personnel on a new aircraft type and purchasing a spare parts' inventory. Tables S-1 and S-2 illustrate DOE's expenses for converting to a Bell-412 operation verses the 10-year costs of maintaining the current fleet. In addition to the purchase expenses, SR would also need to enlarge its hanger in order to protect both aircraft from adverse weather, common in the SR area.

Table S-1 DOE Budget Cost

Convert to Bell-412s
(Costs adjusted for SR requirements, two aircraft)

Model Conversion Cost ³⁹		1 st Year Cost ⁴⁰	10-Year Operations Cost	
Bell-412HP	\$6,350,000	\$7,850,180	\$24,862,516	

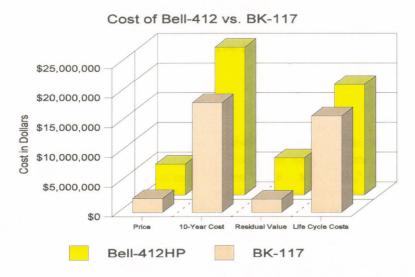
Table S-2 10-Year Life Cycle Cost Bell-412 Operation vs. BK-117

Model	Purchase Price or present value	10-Year Cost	Residual Value	10-Year Life Cycle Costs
Bell-412HP	\$5,200,000	\$24,862,516 ⁴¹	\$6,225,000	\$18,601,516
BK-117 No Action Option	\$2,340,000	\$18,428,054	\$2,223,000	\$16,205,054

Includes purchase of two used Bell-412s less trade-in value of two BK-117s, modification of two aircraft, training, and parts inventory costs.

Includes conversion cost and 1st year operations

Includes conversion cost and 10 years of operation.



The 10-year life cycle cost shows the true cost to the taxpayer for two aircraft. The life cycle cost represents the acquisition price or value at the beginning of the study period, less the value of the aircraft at the end of the study period, plus the expenses of ownership and operation during the period. This does not imply that the aircraft will be sold at the end of the study period.

No Action Option

This option assumes that the present SR fleet of two BK-117 helicopters is retained and operated under the same contracting arrangement. The SR aircraft were manufactured in 1984 and 1986, which raises concerns about possible maintenance problems and parts support associated with aging aircraft. However, the BK-117 helicopters have proven to be reliable. Eurocopter has extensive support capability for the BK-117 and is expanding its support for the EC-135 and EC-145, both of which share many common parts with the BK-117. Using a maintenance plan based on normal life cycle changes and overhauls of major components, the current fleet of two BK-117 helicopters is the most cost-effective alternative for SR during the next 10 years. As shown in Table S-2, the present fleet life cycle cost for the BK-117 indicates that the No Action Option will have a budget cost saving of \$6,398,462 and a life cycle savings of \$2,396,462 compared with disposing of the BK-117s and replacing them with Bell-412s. CAPS II recommends maintaining the current fleet of BK-117 helicopters.

Are the Wackenhut Services, Inc. costs appropriate?

The Wackenhut aviation manager, the cognizant budget analyst, and the CAPS II team discussed how aviation costs are collected and reported to DOE. Wackenhut's cost accounting system is set up to maximize its ability to produce cost records for internal company purposes and to create the necessary billing documents to DOE. Using Wackenhut's detailed accounting system, the

CAPS II team was able to determine which costs were or were not included in the monthly Wackenhut Aviation Operations Department cost report. This report is used by the local DOE and Wackenhut aviation managers in daily operations and as the basis for reporting annual aviation operations costs to DOE Headquarters and GSA.

The CAPS II team believes the aviation operations report to DOE is inaccurate. The annual aviation operation report to DOE Headquarters showed a cost of \$1,068,402 for FY 1999, but a review of the Wackenhut internal Aviation Operations Department Actual/Budget Performance Report showed cumulative charges for the fiscal year, as of September 26, 1999, to be \$1,371,856. In addition, CAPS II identified some aviation costs that were not included in the Wackenhut report and, therefore, were also not included in the annual report to DOE. Wackenhut also included some costs that were a result of program requirements unrelated to the ownership or operation of the aircraft. CAPS II worked with the Wackenhut staff to quantify these costs and have adjusted the reported costs through a normalization process that results in DOE's true costs for the SR aviation support function.

The following items were adjusted to normalize the cost:

- Wackenhut Services, Inc. assigns costs to cost centers, one of which is the Aviation Operations Department. Functions such as procurement or accounting are charged to an overhead cost center, rolled together with all other overhead costs, and invoiced directly to DOE without being allocated back to the Aviation Operations Department. The monthly Department aviation report does not contain these costs, and they do not appear on the annual aviation operations report to DOE. Wackenhut developed, at the CAPS II request, an accounting that represents this administrative overhead allocation that is missing from the Aviation Operations Department cost reports. The allocation results in an addition of 38.27 percent of direct labor and benefit costs. The resultant sum of \$399,261 per year for administrative overhead was added to the reported costs in constructing the normalized costs.
- The Wackenhut "Profit/Fee Allocation" of 16.94 percent of the direct labor and benefits costs do not appear in the aircraft cost reports. This percentage equates to a total of \$176,731 per year. This sum was added to the reported costs in constructing the normalized costs.
- The labor cost for one of the pilots flying the helicopters was missing from the report. This individual, the Wackenhut Safety Officer, is included in another cost center. Since this pilot is in the regular crew rotation and spends a substantial amount of his time in the Aviation Operations Department, the charges for his time should be reflected as a helicopter operation cost. This missing cost is \$70,830 per year, including benefits. This amount was added to the normalized costs.

- Some programmatic costs are charged against aircraft operations. These are costs required by the security program, for items such as uniforms, but are not associated with operating or maintaining the aircraft. They should not be charged as aviation operations costs. These costs have been subtracted in constructing the normalized cost matrix.
- Major component overhaul, including engine overhaul, is reported only when it occurs. No reserve funds are held for these expenses. This cash method of accounting results in large fluctuations in expenses from year-to-year, depending upon major end item replacements or overhauls of components for the helicopters. These costs were converted to industry average costs per flight hour for major component change and overhaul in the normalized cost matrix.

Wackenhut is provided its physical facilities by DOE, and Westinghouse, the site M&O contractor, handles all the facility maintenance and operations costs. These costs are not passed on to Wackenhut and are not reported as aviation costs. Since these costs will continue to exist regardless of whether the aviation services are contracted or provided by Federal employees, and because they are inseparable from the roll up of all SR facilities' costs, they are not addressed in this report.

Since Wackenhut has not developed individual aircraft charge numbers, individual cost records are not maintained for fuel, labor, benefits, parts, etc. for each aircraft. Under the current procedures, if one aircraft incurs a large maintenance cost, such as a major inspection or an engine or transmission overhaul, both aircraft share that cost. If one aircraft begins to cost more to operate then the other, the Wackenhut accounting system will not be able to detect and report the increased expense. This accounting practice violates the FAIRS accounting standards and the Government Aircraft Cost Accounting Guide. CAPS II recommends that Wackenhut use these standards.

CAPS II adjusted the SR reported costs to include all flight crew members, added reserves for engine and major component overhauls, added administrative overhead, removed programmatic costs not associated with the aircraft, and added the profit/fee paid to Wackenhut to develop the costs shown as *Present Fleet - Costs Normalized* in Table S-3. The reported cost with Administrative Overhead, G&A, and Fee for FY 1999 was \$1,068,402. CAPS II calculated the value of the costs missing from the annual report, except for the facility costs, and added them to the reported costs. The calculated costs for aviation operations at SR then became \$1,988,512. \$187.88 per flight hour was added for engine and major component overhaul and replacement. These added \$150,304 to the annual costs of the SR fleet. The total of \$2,205,289 represents the normalized cost of the annual ownership and operation of the helicopters at SR.

Published by the GSA.

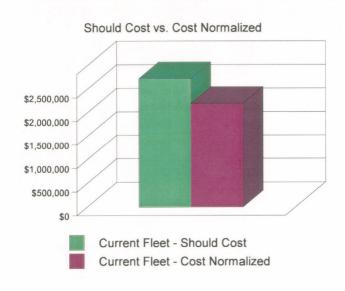
CAPS II compared these to the cost of a corporate commercial service for the same types of aircraft with 24 hours per day availability. The team adjusted the corporate costs from the Aircraft Cost Evaluator to reflect the additional crew requirement and return a 25 percent profit to the vendor. These costs, *Present Fleet - Should Cost*, are shown in Table S-3. The *Present Fleet - Current Costs Normalized* compares favorably with commercial services using "contractor-owned, contractor-operated" aircraft as shown below.

From this analysis, the CAPS II study determined that the Wackenhut aircraft operations costs are appropriate and its accounting system collects costs at the appropriate level of detail. However, the reported costs of aircraft operations are inadequate. Wackenhut is currently in the process of implementing the FAIRS standard which will resolve reporting inaccuracies.

Table S-3 Normalized Costs Comparing Commercial Services and SR BK-117 Costs

Two Helicopters

Type of Operation	Reported Cost	Admin Overhead &/or Profit	Operations Overhead	Engine & Major Component Reserves	Total Annual Costs
Present Fleet - Should Cost (Commercial Services)	\$2,185,000	\$546,250	Included	Included	\$2,731,250
Present Fleet - Current Costs Normalized (SR BK-117)	\$1,068,402	\$920,110	\$66,473	\$150,304	\$2,205,289



CAPS II Recommendations and Tasks Savannah River Site

Management Recommendations

SR:	
The DOE Contracting Officer should direct Wackenhut to implement the accounting and reporting standards of FAIRS.	Immediate
Assign aviation cost and utilization reporting responsibilities to at least one primary and one alternate employee. Ensure that employees receive formal FAIRS training.	Not later than 30 November 2001

OAM:	
Assist SR to establish necessary conversion and translation protocols for implementation of FAIRS.	As requested by SR.

Richland Operations Office

Pacific Northwest National Laboratory - Battelle Memorial Institute

The PNNL operates a Gulfstream G-I aircraft owned by the M&O contractor, Battelle Memorial Institute. This is a twin-engine turboprop, medium-sized airplane that has been extensively modified to perform research into atmospheric chemistry and changes in the global environment. Sensor suites developed or modified by PNNL are installed in the G-I for the research. The aircraft is one component, or tool, used in the overall atmospheric chemistry mission. Other components include the diagnostics and calibration laboratories, laboratory staffs, and environmental scientists.

Several sensors are installed in the aircraft and are in use simultaneously during mission flights. These systems have necessitated the installation of probes on the exterior of the aircraft along



with their attendant plumbing, wiring, venting and heating apparatus. In order to supply electricity to the sensor systems, the #2 aircraft engine has been modified with an auxiliary electrical generator. During mission flights, as many as six scientists are aboard to operate the equipment.

Mission preparation typically involves several months of configuration, calibration, planning, and clearances. Historically, two separate missions are undertaken each year; each composed of 2 months of preparation, then 6 to 8

weeks of field work away from the site. The aircraft is actively engaged in 8 to 9 work months per year. Historically, these activities account for 100 to 220 hours per year of flight time.

PNNL employs one pilot for this aircraft whose salary and benefits accrue against the aircraft for approximately one half of his available work time. The balance of the pilot's time is charged to program functions that do not involve this aircraft. PNNL contracts for the service of a copilot (a required crew function) on an as-needed basis when missions are scheduled. Maintenance costs for the aircraft are sub-contracted to commercial providers. The aircraft is maintained to the standards of 14 CFR 135 and operated under the standards of 14 CFR 91.

CAPS II reviewed the findings and recommendations of CAPS I concerning the following items:

- the G-I's viability as a scientific platform in lieu of another,
- the possibility of other DOE aircraft performing this mission⁴³, and
- its cost.

The team reviewed the aircraft configuration for size, floor plan, performance specifications and modifications to the airframe in order to determine its viability as a scientific platform and the possibility of other DOE aircraft performing this mission. CAPS II reviewed several mission weight and balance clearance forms for the aircraft that represented various types of configurations. The G-I is an appropriate platform for its mission, both in cabin size and in performance characteristics. During mission flights, there is virtually no excess carrying capacity, and all cabin space is used. A smaller aircraft would not serve the purpose, and a larger aircraft is not needed. DOE has no other aircraft in the fleet with its characteristics or with the necessary type of sensors.

CAPS II also examined the costs accrued to this aircraft. The PNNL records were detailed, comprehensive, and logically presented. Our audit discovered that a portion of the employee pilot's wages and benefits were charged against the program when, in fact, they involved aircraft duties. The team adjusted the reported costs for this anomaly. PNNL bought the G-I in 1987 and, by 1994, had fully depreciated the aircraft on its books. Since that time, PNNL has not charged DOE any depreciation or cost of ownership other than direct, fixed outlay costs, such as hangering, and the allocated costs of capital improvements or major repairs. PNNL charges the actual cost of direct expenses such as fuel and maintenance when they occur. These costs are marked up with G&A in accordance with the PNNL contract.

Given the low flying hour utilization for this aircraft and the extensive time spent in mission preparation, a cost per flying hour analysis is meaningless, and the better choice is to investigate the cost of alternatives on an annual basis. Two options were considered as alternatives to the contractor-owned airplane. The first option was a Government-owned airplane of a similar type that DOE would provide to the contractor for operations and maintenance. The current market price for a comparable G-I is \$750,000.⁴⁴ The newest G-I was manufactured in 1969, 31 years ago. Considering the depreciation of similar turboprop aircraft over the analysis period, the expected residual value of an aircraft at 43 years of age⁴⁵ would be scrap value, or approximately \$50,000. This option would cost DOE an additional \$710,000.

⁴³ CAPS Phase One Final Report, December 1999, pg 16.

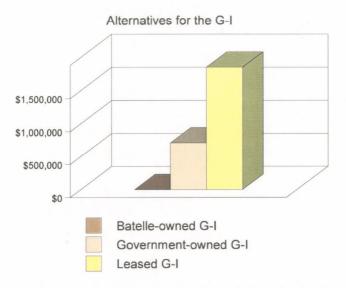
Aircraft Blue Book Price Digest, ibid. The G-I is the least costly choice of aircraft in this class that are available on the market to serve this mission.

A used G-I purchased now would nominally be 43 years old at the end of the study period.

Commercial quotes for the dry lease of a comparable G-I were solicited. The least expensive quote was for \$13,000 per month and \$200 per flight hour. DOE would be responsible for all direct and indirect costs in addition to the lease. Those costs would be the same as the current ones. Based on a conservative flight hour program of 150 hours per year, this option would cost DOE an additional \$160,000 per year or \$1,850,000 over 10 years, including inflation.

Table P-1 Alternatives for the G-I

Aircraft	Additional Cost to DOE for 10 Years
Battelle-owned G-I	\$0
Government-owned G-I	\$710,000
Leased G-I	\$1,850,000



DOE would have to modify a Government- owned or leased aircraft with the electrical, plumbing and structural changes necessary to accommodate and power the sensor suite. A conservative estimate of the time and materials required to modify the aircraft would be \$1,200,000, and, if leased, another \$750,000 would be required to return the aircraft to its original condition at the termination of the lease.

CAPS II considers the present contractor-owned aircraft to be the best choice for PNNL atmospheric chemistry program. PNNL should review its accounting practices with regards this airplane. Richland Operations Office should provide necessary assistance to assure that the FAIRS accounting and reporting standards are implemented. No further recommendations are made for the Richland Operations Office or PNNL.

APPENDIX

COMPREHENSIVE AVIATION PROGRAM STUDY

This appendix for the CAPS II report is organized by DOE operating locations and contains detailed results of the analysis discussed in the report. Because the CAPS II team did not recommend changes to fleet or contractor-owned aircraft at the Bonneville or Western Area Power Administrations and at the Richland Operations Office, no life cycle cost analysis or A-76 cost analysis was conducted for these locations; therefore, they are not included in this appendix.

Within each section, organized by type of aircraft, will be found the results of the cost analysis in the following order:

Summary tables showing cost projections for the present fleet and for the future fleet detailing both the GOCO and GOGO options.

Tables from the use of the Aircraft Cost Evaluator (ACE) or comparing operating costs of the various types of site aircraft considered in the study.

Tables from the Life Cycle Cost-2000 (LCCA) showing the results of the cost of ownership analysis projecting the Direct, Fixed, and Overhead costs by aircraft type for the 10-year period of the study.

Tables showing the results of the A-76 analysis by aircraft type that display the projected costs for GOCO and GOGO operations over the study period. In front of these tables are the Most Effective Organization staffing plan and the Quality Assurance Plan used in developing the A-76 estimates. The Statements of Work for each site required for the A-76 analysis have been incorporated in the narrative of the report and are found at the beginning of the discussion on each aircraft operating location.

PRESENT	FLEET, COST	S NORMALIZED	corrected 6/12/00) ·								
Aircraft	Year	1	2	3	4	5	6	7	8	9	10	Total
N10EG		\$718,755	\$739,667	\$794,720	\$830,957	\$796,540	\$839,421	\$836,865	\$857,787	\$924,069	\$901,212	\$8,239,993
N185XP		\$928,324	\$951,623	\$946,404	\$1,337,672	\$997,319	\$1,044,723	\$1,081,928	\$1,078,856	\$1,107,485	\$1,136,871	\$10,611,205
N40EG		\$69,099	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,099
N411DE		\$1,067,689	\$972,569	\$1,661,929	\$1,021,805	\$1,047,350	\$1,073,534	\$1,100,373	\$1,529,129	\$1,156,079	\$1,184,981	\$11,815,438
N412DE		\$380,343	\$263,614	\$270,204	\$276,959	\$283,883	\$290,980	\$298,255	\$305,711	\$313,354	\$321,188	\$3,004,491
N50EG		\$1,566	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,566
N60EG		\$428,156	\$405,226	\$415,356	\$432,826	\$436,384	\$463,721	\$458,476	\$469,938	\$521,949	\$493,728	\$4,525,760
N6451D		\$401,836	\$439,389	\$423,057	\$433,634	\$444,475	\$476,517	\$494,229	\$482,454	\$490,617	\$502,882	\$4,589,090
N70EG		\$639,168	\$740,133	\$668,873	\$685,595	\$702,735	\$852,793	\$738,311	\$756,769	\$775,688	\$795,080	\$7,355,145
	TOTALS	\$4,634,937	\$4,512,223	\$5,180,546	\$5,019,452	\$4,708,691	\$5,041,695	\$5,008,444	\$5,480,652	\$5,289,250	\$5,335,952	\$50,211,787

Minor adjustment made to N185XP to correct an error identified while using the COO40 page

PRESENT	FLEET, SHOU	LD COST correct	ed 6/12/00									
Aircraft	Year	1	2	3	4	5	6	7	8	9	10	Total
N10EG		\$394,953	\$408,359	\$462,442	\$493,645	\$439,758	\$478,313	\$462,021	\$473,571	\$539,215	\$497,546	\$4,649,823
N185XP		\$432,344	\$443,324	\$419,595	\$871,214	\$444,441	\$482,517	\$507,885	\$484,437	\$498,538	\$513,040	\$5,097,335
N40EG		\$22,123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,123
N411DE		\$599,642	\$468,459	\$1,278,225	\$492,175	\$504,479	\$517,091	\$530,018	\$1,024,765	\$556,850	\$570,772	\$6,542,476
N412DE		\$377,754	\$235,712	\$241,605	\$247,645	\$253,836	\$260,182	\$266,687	\$273,354	\$280,188	\$287,193	\$2,724,156
N50EG		\$1,566	\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,566
N60EG		\$187,314	\$151,636	\$155,427	\$167,816	\$163,295	\$187,091	\$171,562	\$175,851	\$228,563	\$184,754	\$1,773,309
N6451D		\$185,439	\$223,083	\$195,880	\$200,777	\$205,797	\$236,059	\$248,918	\$226,185	\$227,161	\$232,840	\$2,182,139
N70EG		\$218,285	\$325,725	\$226,152	\$231,806	\$237,601	\$402,529	\$249,630	\$255,870	\$262,267	\$268,824	\$2,678,689
	TOTALS	\$2,419,421	\$2,256,300	\$2,979,329	\$2,705,082	\$2,249,212	\$2,563,788	\$2,436,728	\$2,914,041	\$2,592,791	\$2,554,979	\$25,671,616

This recap includes the same operations costs (variable and fixed) as the "Present Fleet, Costs Normalized" recap, with the actual "overheads" removed and replaced with a 10% factor of variable and fixed for Operations Overhead and another 10% for Administrative Overhead (G&A).

This recap contains a minor correction to N185XP

	NVO FUTURE FLEET SHOULD COST GOCO Corrected 6/13/00												
	Year	1	2	3 .	4	5	6	7	8	9	10	Total	
Aircraft													
N411DE		\$539,130	\$1,200,384	\$565,348	\$579,482	\$593,969	\$994,435	\$624,039	\$639,640	\$660,211	\$672,021	\$7,068,659	
N412DE		\$661,662	\$554,770	\$564,689	\$578,807	\$1,291,991	\$609,266	\$623,311	\$638,894	\$1,068,887	\$671,238	\$7,263,515	
Add'l. 412		\$538,815	\$551,236	\$565,017	\$1,260,814	\$593,621	\$609,619	\$1,017,744	\$639,265	\$655,247	\$676,323	\$7,107,701	
PC-12		\$436,062	\$452,089	\$458,138	\$635,648	\$481,331	\$495,062	\$505,699	\$525,711	\$531,300	\$594,537	\$5,115,577	
PC-12		\$436,062	\$452,089	\$458,138	\$635,648	\$481,331	\$495,062	\$505,699	\$525,711	\$531,300	\$594,537	\$5,115,577	
Totals		\$2,611,731	\$3,210,568	\$2,611,330	\$3,690,399	\$3,442,243	\$3,203,444	\$3,276,492	\$2,969,221	\$3,446,945	\$3,208,656	\$31,671,029	

300 hours each on the helos

250 hours each on the fixed wing

Staffing of 26 positions (total cost of \$1,414,950)

Ops. O/H at actual costs from staffing plan, G&A makes up the rest of the 25% of gross labor and benefits

Maintenance labor costs of 2.6 hours per flight hour on helos, and 1.07 hours per flight hour on fixed wing

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours

Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes purchase of three aircraft, Bell 412 at \$2,600,000 and each PC-12 at \$2,435,000

Additional PC-12's came in at 2000 hours and 4 years old, helo came in at 3000 hours and 9 years old, just because our other 412's are that age

For "maintenance parts", other than "majors" (overhaul, life limited), I used the "Parts Airframe/Eng./Avion" from the a/c cost evaluator

Corrected June 13th, 9:46am

	NVO FUTURE FLEET SHOULD COST GOCO With BEECH 1900D corrected 6/13/00												
	Year	1	2	3	4	5	6	7	8	9	10	Total	
Aircraft													
N411DE		\$539,130	\$1,200,384	\$565,348	\$579,482	\$593,969	\$994,435	\$624,039	\$639,640	\$660,211	\$672,021	\$7,068,659	
N412DE		\$661,662	\$554,770	\$564,689	\$578,807	\$1,291,991	\$609,266	\$623,311	\$638,894	\$1,068,887	\$671,238	\$7,263,515	
Add'l. 412		\$538,815	\$551,236	\$565,017	\$1,260,814	\$593,621	\$609,619	\$1,017,744	\$639,265	\$655,247	\$676,323	\$7,107,701	
1900D		\$511,725	\$524,519	\$537,631	\$551,072	\$564,849	\$578,980	\$593,445	\$608,281	\$623,488	\$639,075	\$5,733,065	
1900D		\$511,725	\$524,519	\$537,631	\$551,072	\$564,849	\$578,980	\$593,445	\$608,281	\$623,488	\$639,075	\$5,733,065	
Totals		\$2,763,057	\$3,355,428	\$2,770,316	\$3,521,247	\$3,609,279	\$3,371,280	\$3,451,984	\$3,134,361	\$3,631,321	\$3,297,732	\$32,906,005	

300 hours each on the helos

250 hours each on the fixed wing

Staffing of 26 positions (total cost of \$1,414,950)

Ops. O/H at actual costs from staffing plan, G&A makes up the rest of the 25% of gross labor and benefits

Maintenance labor costs of 2.6 hours per flight hour on helos, and 1.07 hours per flight hour on fixed wing

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours

Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes purchase of three aircraft, Bell 412 at \$2,600,000 and each 1900D at \$3,800,000

Additional 1900D's came in at 10000 hours and 10 years old, helo came in at 3000 hours and 9 years old, just because our other 412's are that age

For "maintenance parts", other than "majors" (overhaul,life limited), I used the "Parts Airframe/Eng./Avion" from the a/c cost evaluator

On the 1900's I didn't have data on "majors" in the LCCA, so I used the a/c cost evaluator per hour amount times the 250 hours per year

	NVO FUTURE FLEET SHOULD COST GOGO corrected 6/13/00												
	Year	1	2	3	4	5	6	7	8	9	10	Total	
Aircraft													
N411DE		\$573,934	\$1,236,058	\$601,914	\$616,962	\$632,386	\$1,033,812	\$644,401	\$681,011	\$702,616	\$715,487	\$7,438,581	
N412DE		\$696,466	\$590,444	\$601,255	\$616,287	\$1,330,407	\$648,643	\$663,673	\$680,265	\$1,111,292	\$714,704	\$7,653,436	
Add'l. 412		\$573,619	\$586,910	\$601,583	\$1,298,294	\$632,038	\$648,997	\$1,058,106	\$680,636	\$697,652	\$719,788	\$7,497,623	
PC-12		\$449,737	\$466,106	\$472,505	\$650,375	\$496,426	\$510,534	\$521,558	\$541,966	\$547,961	\$611,615	\$5,268,783	
PC-12		\$449,737	\$466,106	\$472,505	\$650,375	\$496,426	\$510,534	\$521,558	\$541,966	\$547,961	\$611,615	\$5,268,783	
Totals		\$2,743,493	\$3,345,624	\$2,749,762	\$3,832,293	\$3,587,683	\$3,352,520	\$3,409,296	\$3,125,844	\$3,607,482	\$3,373,209	\$33,127,206	

300 hours each on the helos

250 hours each on the fixed wing

Staffing of 26 positions (total cost of \$1,414,950)

Ops. O/H at the actual and G&A at 12% of gross labor and benefits

Maintenance labor costs of 2.6 hours per flight hour on helos, and 1.07 hours per flight hour on fixed wing

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours

Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes purchase of three aircraft, Bell 412 at \$2,600,000 and each PC-12 at \$2,435,000

Additional PC-12's came in at 2000 hours and 4 years old, helo came in at 3000 hours and 9 years old, just because our other 412's are that age

For "maintenance parts", other than "majors" (overhaul, life limited), I used the "Parts Airframe/Eng./Avion" from the a/c cost evaluator

For the GOGO I have used 30% for benefits on all labor

	NVO FUTURE FLEET SHOULD COST GOGO With 1900D's corrected 6/13/00												
	Year	1	2	3	4	5	6	7	8	9	10	Total	
Aircraft													
1411DE		\$573,934	\$1,236,058	\$601,914	\$616,962	\$632,386	\$1,033,812	\$644,401	\$681,011	\$702,616	\$715,487	\$7,438,581	
1412DE		\$696,466	\$590,444	\$601,255	\$616,287	\$1,330,407	\$648,643	\$663,673	\$680,265	\$1,111,292	\$714,704	\$7,653,436	
dd'l. 412		\$573,619	\$586,910	\$601,583	\$1,298,294	\$632,038	\$648,997	\$1,058,106	\$680,636	\$697,652	\$719,788	\$7,497,623	
900D		\$525,400	\$538,535	\$551,999	\$565,799	\$579,944	\$594,442	\$609,303	\$624,536	\$640,149	\$656,153	\$5,886,260	
900D		\$525,400	\$538,535	\$551,999	\$565,799	\$579,944	\$594,442	\$609,303	\$624,536	\$640,149	\$656,153	\$5,886,260	
Totals		\$2.894.819	\$3,490,482	\$2,908,750	\$3,663,141	\$3,754,719	\$3,520,336	\$3,584,786	\$3,290,984	\$3,791,858	\$3,462,285	\$34,362,160	

300 hours each on the helos

250 hours each on the fixed wing

Staffing of 26 positions (total cost of \$1,414,950)

Ops. O/H at the actual and G&A at 12% of gross labor and benefits

Maintenance labor costs of 2.6 hours per flight hour on helos, and 1.07 hours per flight hour on fixed wing

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours

Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes purchase of three aircraft, Bell 412 at \$2,600,000 and each 1900D at \$3,800,000

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For the GOGO I have used 30% for benefits on all labor

On the 1900's I didn't have data on "majors", so I used the a/c cost evaluator per hour amount times the 250 hours per year

Bechtel Nevada Cost Model

Debbie Payne, Cost Accounting Supervisor Rande Finkley, Senior Accountant March 10, 2000



Discussion Topics

- Types of Costs
- Cost Model Concepts
- Cost Accounting Standards
- BN Cost Model
- Developing Rates
- Applying Rates -- "Multiplier"



Types of Costs

Direct costs are costs that

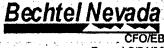
- are uniquely and directly identifiable to a specific activity or project
- in the DOE environment, have a specific fund source identified on the Approved Funding Program (AFP)
- are generally a base for the allocation of indirect costs



Types of Costs

Indirect costs are costs that

- are not uniquely or directly identifiable to a specific activity
- are initially charged to a collection "pool", and then pro ratably allocated or recharged by unit to a final cost objective
- may be a base for the allocation of other indirect costs



What is a Cost Model?

A Cost Model is

- A defined and formal method of allocating indirect costs to final cost objectives.
- A means of ensuring the consistent application of indirect costs (Cost Accounting Standard)



Cost Model Types

There are three basic types of cost models:

- Single Input indirect costs are allocated on a single type of cost, such as labor.
- Value-Added indirect costs are allocated on labor plus other labor-related costs.
- Total Cost indirect costs are allocated on total costs.



Cost Accounting Standards Cost Accounting Standards are

- A group of nineteen standards dictating how costs of Government contractors are measured, accumulated, assigned to years, and allocated.
- Issued by the CAS Board, an independent, five-member board within the Office of Federal Procurement Policy.



Cost Accounting Standards

- Codified in Title 48 of the Code of Federal Regulations (CFRs) as Part 9904.
- Enforced through the "Cost Accounting Standards" clause and the "Administration of Cost Accounting Standards" clause contained in BN's contract.



Cost Accounting Standards Requirements:

- Consistency in methods used to budget and record (or collect) costs
- Consistency in classifying and allocating "like"
 kinds of costs -- prevents "double dipping" charging a
 type of cost to a direct fund source one time and then
 charging the same type of cost to an indirect pool the next
 time.
- The contractor must establish a policy for the treatment of its variances, which are the difference between actual costs and costs applied through a rate.

Cost Accounting Standards

Requirements (continued):

- Unallowable costs must be excluded from contract costs while being allocated their fair share of indirect costs.
- Indirect costs must be allocated to direct costs based on who is causing or benefitting from the cost, i.e., "causal-beneficial" relationship.
- G&A expenses must be accumulated in a separate cost pool and allocated to final cost objectives through a base that represents total business activity.

(From a Direct Fund Source Perspective)

<u>Prime costs</u> are first-incurrence costs, or costs that have not been allocated after being charged to an indirect pool.

Service Center costs are costs collected in an indirect pool and charged on a unit usage basis.

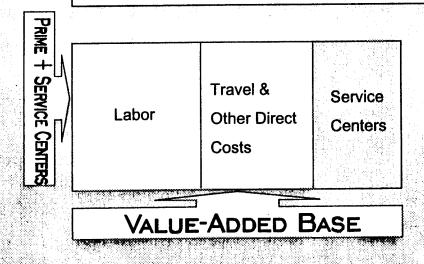
PRIME			
ME + SERVICE CENTERS	Labor	Travel & Other Direct Costs	Service Centers

Power,	
Busing,	Materials &
Telephones &	Subcontracts
Others	

(From a Direct Fund Source Perspective)

BN's <u>value-added base</u> includes labor-related and *most* service center costs.

Other Direct Costs include training, travel, and other miscellaneous costs.



Service Centers include health protection equipment, vehicles, analytical lab services, etc.

<u>Bec</u>

Page 12:2/24/00

(From a Direct Fund Source Perspective)

BN's <u>non-value-added base</u> includes procurements and service centers, where the majority of the costs are already burdened with the supplier's overhead

Service centers include buses, telephones and power, which are comprised of large contracts.

Procurement includes both materials and subcontracts

Power,

Busing,

Telephones &

Others

Materials &

Subcontracts

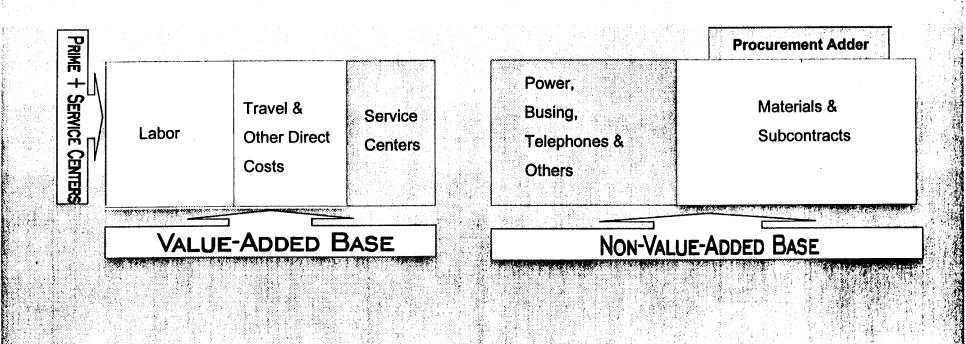
NON-VALUE-ADDED BASE



(From a Direct Fund Source Perspective)

The Procurement adder (at 4%) is applied to purchase order costs.

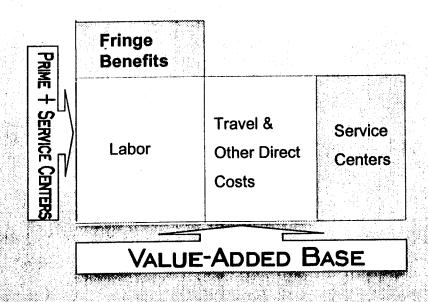
It is classified as a "service center."

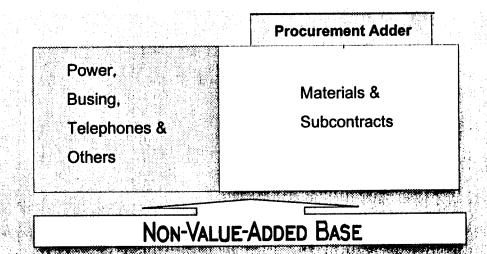


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(From a Direct Fund Source Perspective)

Fringe Benefits (at 44%) are applied to labor costs. Fringe is classified as a "service center."



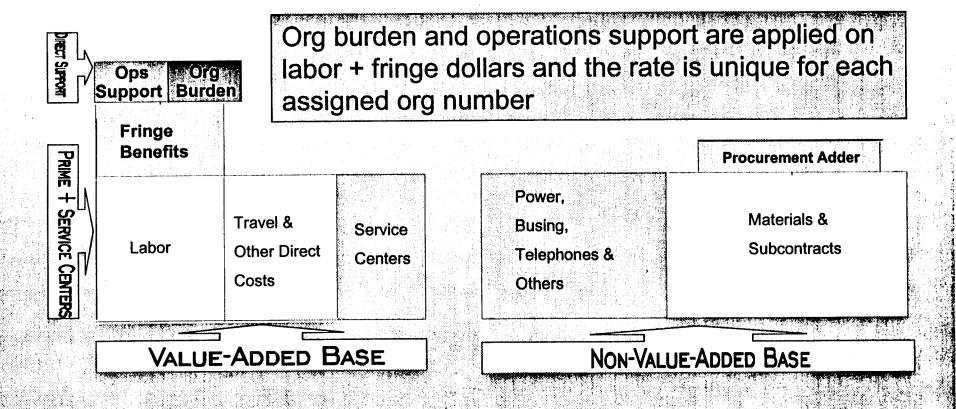


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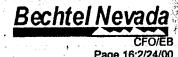
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(From a Direct Fund Source Perspective)

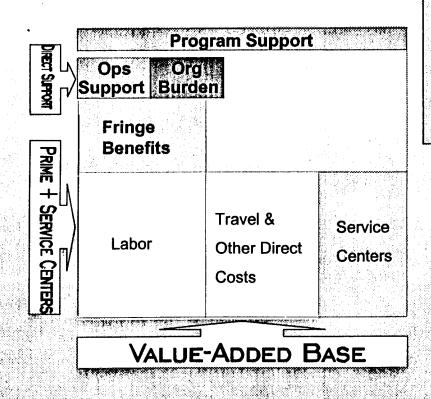
Direct Support consists of Program and Operations Support.



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(From a Direct Fund Source Perspective)



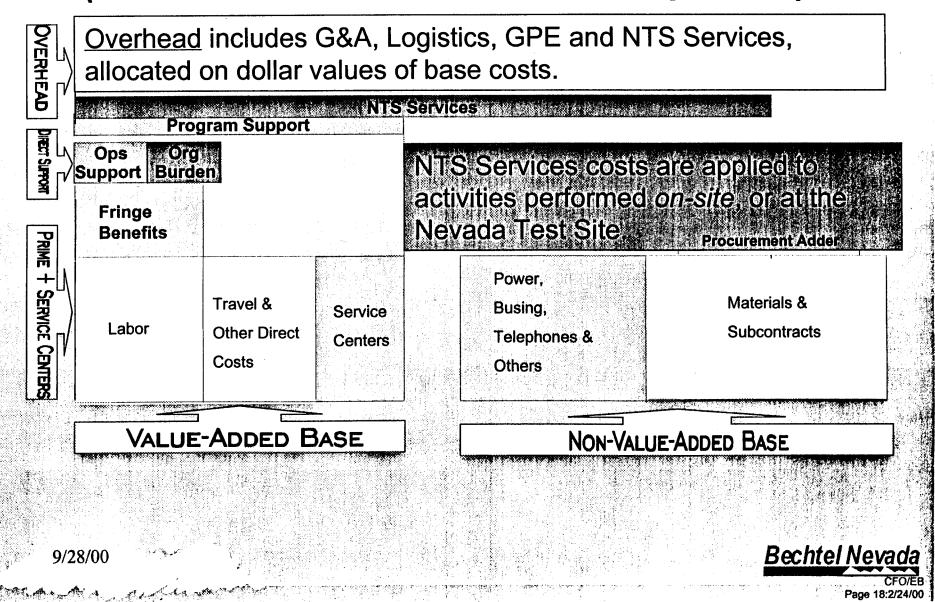
Program support is applied on labor + fringe + operations support/org burden dollars. Program support rates are unique to the program number which is assigned when a charge number is set up, after consideration as to what overheads should be applied to the project.

	Procurement Adder	
Power,		- The Co. 10
Busing,	Materials &	
Telephones &	Subcontracts	
Others		i You

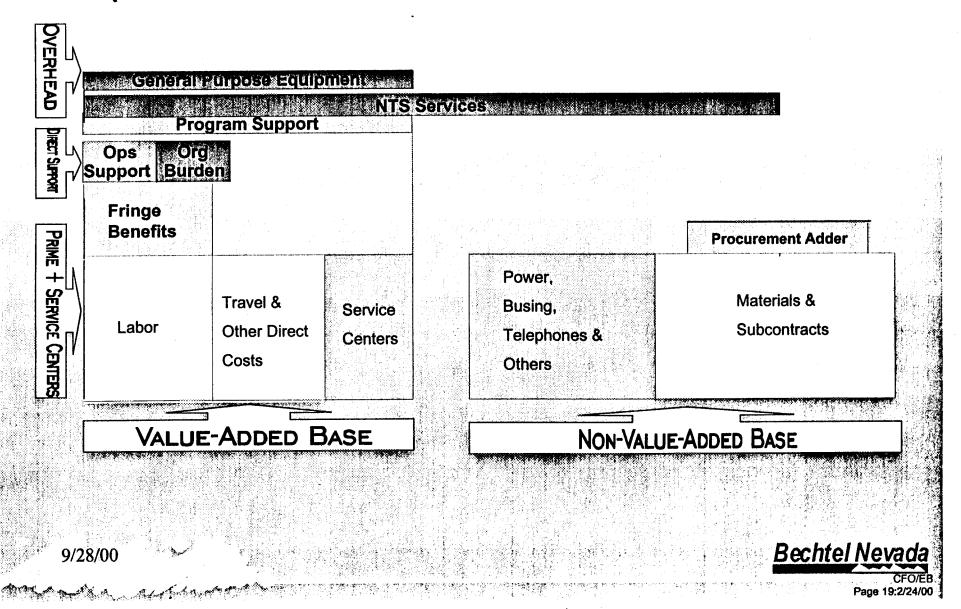
NON-VALUE-ADDED BASE

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(From a Direct Fund Source Perspective)



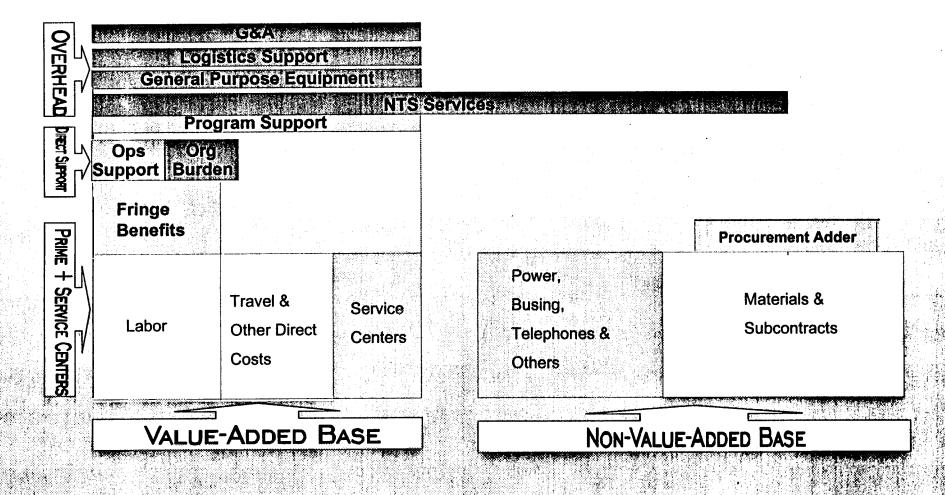
(From a Direct Fund Source Perspective)



(From a Direct Fund Source Perspective)

General Purpose Equipment (GPE) is capital equipment that benefits multiple cost objectives and customers. It is part of a DOE pilot program that allows the purchase of general use or institutional equipment out of an indirect cost pool.

(From a Direct Fund Source Perspective)



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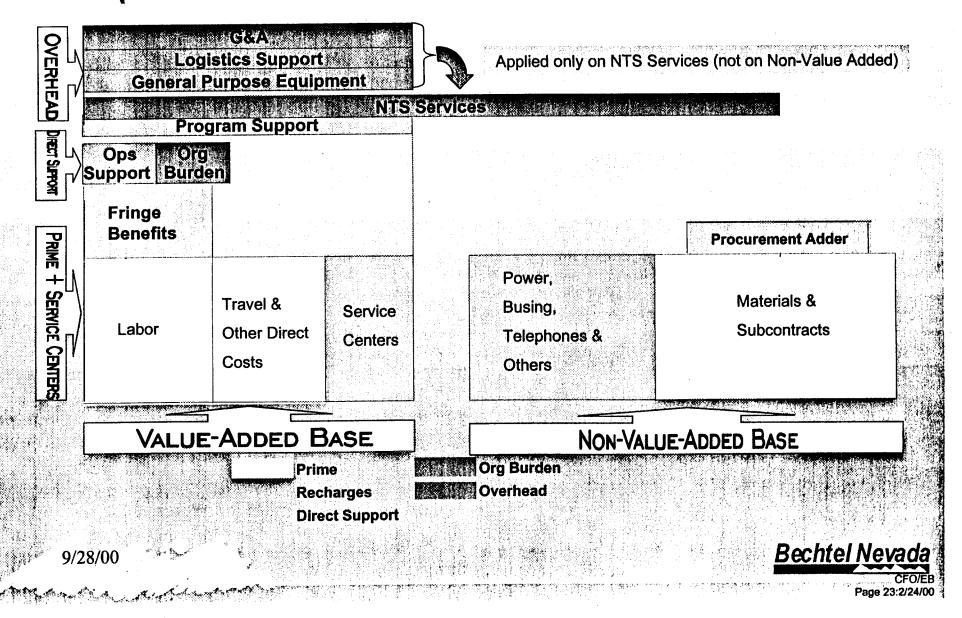
Page 21-2/24/00

(From a Direct Fund Source Perspective)

Logistics Support includes activities that are facility-related or infrastructure, such as ISD Computing, Telephones, and Security.

The General & Administrative pool (G&A) includes activities that benefit the entire company, such as the Executive Office, Human Resources, Project Controls, Strategic Business Development, CFO and ES&H.

(From a Direct Fund Source Perspective)



Developing Rates

- Rates are developed by dividing the estimated indirect cost by the rate base, or the estimated base over which those costs are to be applied.
- The estimates are captured as "assumptions" so that actual revenues can be analyzed against the original plan.

Developing Rates

Overhead and Direct Support rate assumptions:

- FY00 Total contract expenditures = \$310m
- Dependent upon funding availability, expected spending, and mix of costs
 - → Labor / Non-Labor
 - → On-site / Off-site



Developing Rates

Service Center rate assumptions:

- Currently left up to service center owners
- Improvements are needed to assure that:
 - → planned "buys" equal planned "sells"
 - → variable versus fixed costs are understood
 - → revenues are forecast



FY99 Cost Model

Estimating NSR Total Costs

•	For	Labor:
---	-----	--------

Labor Cost	\$100
Fringe Benefits @ 46%	<u>46</u>
Subtotal Labor	\$146
RSL Ops Sppt @ 24%	<u>35</u>
Subtotal Labor	\$181
NSR Program Sppt @ 4%	_7
Subtotal Labor	\$188
NTS Serv. @ 13.5%	<u>25</u>
Subtotal Labor	\$213
Log+GPE+G&A @ 55%	<u>117</u>
Total Labor	\$330

• For Materials and

Subcontracts:

Material Cost	\$100
Procurement @ 4%	4
Subtotal Material	\$104
NTS Serv. @13.5% Log+GPE+G&A @ 55%*	14
Total Material	\$126
*Applied on NTS Services cost	anlı 👑
Applied on N 15 Services cost	UIIIY (S. S.

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Page 27:2/24/00

Estimating NSR Total Costs

\$214

<u>113</u>

\$327

Labor Cost	\$100
Fringe Benefits @ 44%	44
Subtotal Labor	\$144
RSL Ops Sppt @ 24%	<u>35</u>
Subtotal Labor	\$179
NSR Program Sppt @ 3.5%	<u>_6</u>
Subtotal Labor	\$185
NTS Serv. @ 15.5%	<u>29</u>

• For Labor:

1 of iviatorials	ullu
Subcontracts: Material Cost \$100 Procurement Adder @4% 4 Subtotal Material \$104 NTS Serv. @15.5% 16 Log+GPE+G&A @ 53%* 8 Total Material \$128	
Material Cost	\$100
Procurement Adder (@4% <u>4</u>
Subtotal Material	\$104
경우 : [1] - [1] - [2] -	
*Applied on NTS Services	in the state of th

For Materials and

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Subtotal Labor

Total Labor

Log+GPE+G&A @ 53%

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Page 28:2/24/00

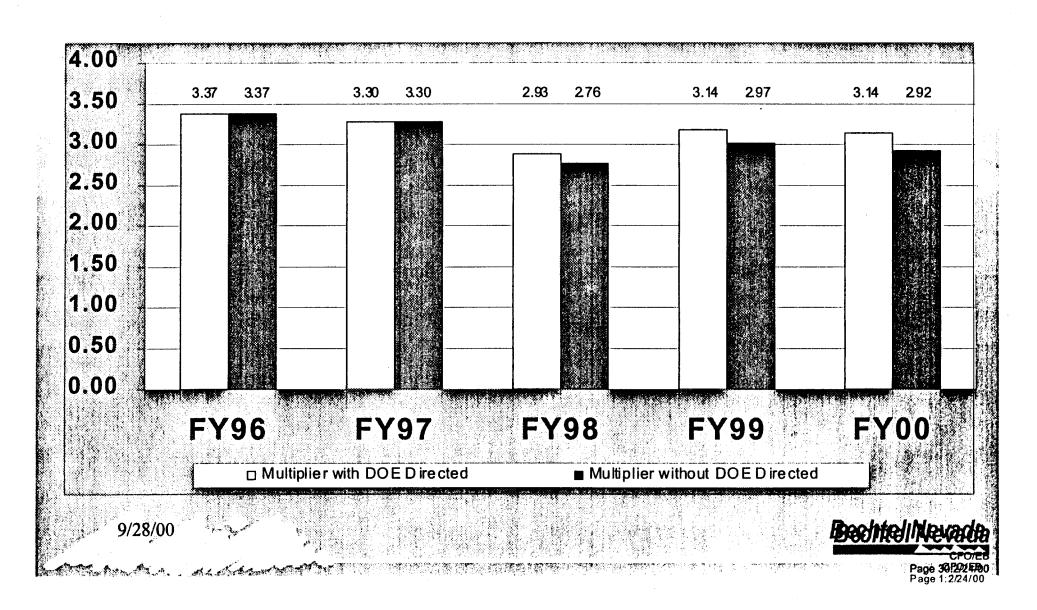
FY98 LAB METRICS MULTIPLER COMPARISONS

	INEEL	<u>BN</u>	BNL	LLNL	<u>PNNL</u>	SNL	ORNL
AVG HRLY SALARY	28.79	24.00	37.85	39.27	32.52	37.41	33.44
LABOR MULTIPLIER	2.215	2.93	2.246	2.290	2.830	2.658	2.980
BURDENED	63.77	70.32	85.01	89.93	92.03	99.44	99.65
AVG HRLY SALARY				e de la companya de l			

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CFO/EB

BN Performance Historical Labor Multiplier



DIRECT COST - \$	Bell 412EP	S-76C+	Bell 412SP
Fuel (1)	.232.78	181.28	226.60
Fuel Additives	0.00	0.00	0.00
Lubricants	6.98	5.44	6.80
Maintenance Labor (2)	134.56	168.20	134.56
Parts Airframe/Eng/Avion (3)	198.69	195.25	198.69
Engine Restoration (4)	170.20	165.60	170.20
Thrust Reverser Overhaul	0.00	0.00	0.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	0.00	0.00	0.00
Dynamic Comp/Life Ltd Parts	109.43	69.58	119.43
Misc Exp Landing/Parking	14.28	12.60	14.28
- Crew Expenses	32.00	32.00	32.00
- Supplies/Catering	8.00	8.00	8.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	906.92	837.95	910.56
Average Block Speed-Mph. (5)	132	151	132
Total Direct Cost/St. Mile	6.87	5.55	6.90

FOOTNOTES-\$ Operation: 1 - 2 Aircraft Date: 9/28/2000

Type of Operation:	Corporate	Corporate	Corporate
1 /Fuel Cost	2.06	2.06	2.06
<i>Gallons/Hour</i>	113	88	110
2 /Maint. Labor Cost/Hour	58.00	58.00	58.00
Maint. Hours/Flight Hours	2.32	2.90	2.32
3 /Incl. Engine Parts Cost	Yes	Yes	Yes
4 /Overhaul Cost Source	Estimated	Estimated	Estimated
5 /Block Speed Source	90% Vcruise	90% Vcruise	90% Vcruise
6 /Crew Salary Source	2000 R&W	2000 R&W	2000 R&W
Number of Crew	2	2	2
	5645000	7950000	2175000
Hull Insurance Rate (%)	2.25	2.25	2.25
8 /Modernization	.4% x Price	.4% x Price	.4% x Price
9 /Refurbish Labor Hrs/Seat	20	20	20
10/Comp. Mx Program Source	MxManager	MxManager	MxManager
11/Weather Service Source	Typical	Typical	Typical
12/Aircraft Purchase Price	5645000	7950000	2175000
Depreciation Rate	10% per yr	10% per yr	10% per yr
13/Market Depr % / Year	5	5	5

FIXED COST - \$	Bell 412EP	S-76C+	Bell 412SP
Crew Salaries - Captain (6)	77,300	77,300	77,300
- Co Pilot	50,200	50,200	50,200
- Flt Eng/Other	0	0.	C
- Benefits	38,250	38,250	38,250
Hangar - Typical	22,950	22,950	22,950
Insurance - Hull (7)	127,013	178,875	48,938
Admitted Liability	2,000	2,000	2,000
Legal Liability	8,000	8,000	8,000
Recurrent Training	18,400	16,800	18,400
Aircraft Modernization (8)	22,580	31,800	8,700
Navigation Chart Service	375	375	375
Refurbishing (9)	6,960	6,960	6,960
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	665	665	665
Other Fixed Costs	. 0	0	C
Fractional Cost/Yr + Tax	0	0	C
Book Depreciation (12)	564,500	795,000	217,500
Total Fixed Cost/Year	941,043	1,231,025	502,088
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
Utilization - St. Miles	50,000	50,000	50,000
- Hours	379	331	379
Direct Cost	343,724	277,361	345,102
Fixed Cost	941,043	1,231,025	502,088
Total Cost (Book Dep.)	1,284,767	1,508,386	847,189
- Per Hour	3,390	4,557	2,235
- Per St. Mile	<i>25.70</i>	30.17	16.94
- Per Seat St. Mile	4.28	5.03	2.82
Total Cost (No Depreciation)	720,267	713,386	629,689
- Per Hour	1,900	2,155	1,661
- Per St. Mile	14.41	14.27	12.59
- Per Seat St. Mile	2.40	2.38	2.10
Total Cost (No Depreciation)	720,267	713,386	629,689
Market Depreciation (13)	282,250	397,500	108,750
Total Cost (Market Dep.)	1,002,517	1,110,886	738,439
5 **	2,645	3,356	1,948
- Per Hour			
- Per Hour - Per St. Mile - Per Seat St. Mile	20.05 3.34	22.22 3.70	14.77 2.46

GENERAL - \$	Bell 412EP	S-76C+	Bell 412SP
Cabin-Height (Ft.)	4.30	4.50	4.30
- Width	8.00	5.30	8.00
- Length	7.70	8.10	7.70
Cabin volume (Cu. Ft.)	220.00	204.00	220.00
Cabin Door Height (Ft.)	4.10	4.40	4.10
- Width	6.20	2.80	6.20
Baggage -Int. (Cu.Ft.)	0.00	0.00	0.00
- External	28.00	38.00	28.00
Typical Crew/Pass Seating	2/6	2/6	2/6
Weight-Max Take-off (Lbs.) - Maximum Landing	11,900	11,700	11,900
- Basic Operating	7,905	8,281	7,905
- Usable Fuel	2,214	1,883	2,214
Payload-Full Fuel (Lbs.)	1,781	1,536	1,781
- Maximum	3,995	3,419	3,995
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000	5,645	7,950	
	•		1 100/0 000
- Pre Owned Rng/1000 PERFORMANCE	1,890/3,200	/	1,192/2,800
- Pre Owned Rng/1000	1,890/3,200	/	1,192/2,800
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full	1,890/3,200	/	1,192/2,800
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full	1,890/3,200 312	366	312
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.)		,	
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min)	312 312 1,350	366 366 1,625	312 312 1,350
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	312 312	366 366	312 312
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min)	312 312 1,350	366 366 1,625	312 312 1,350
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	312 312 1,350 500	366 366 1,625 350	312 312 1,350 500
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	312 312 1,350 500 124 122	366 366 1,625 350 155 138	312 312 1,350 500 130 125
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS) Ceiling-Service (Ft.)	312 312 1,350 500 124 122	366 366 1,625 350 155 138	312 312 1,350 500 130 125
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	312 312 1,350 500 124 122	366 366 1,625 350 155 138	312 312 1,350 500 130 125

DIRECT COST - \$	PC 12	King Air 200	Grand Caravan
Fuel (1)	129.78	203.94	109.18
Fuel Additives	0.00	0.00	0.53
Lubricants	0.00	0.00	0.00
Maintenance Labor (2)	49.40	154.05	35.75
Parts Airframe/Eng/Avion (3)	55.94	152.91	34.40
Engine Restoration (4)	70.48	133.10	52.30
Thrust Reverser Overhaul	0.00	0.00	0.00
Propeller Overhaul	1.76	2.92	1.05
APU Overhaul	0.00	0.00	0.00
Dynamic Comp/Life Ltd Parts	0.00	0.00	0.00
Misc Exp Landing/Parking	4.96	6.25	4.38
- Crew Expenses	67.50	135.00	67.50
- Supplies/Catering	32.00	32.00	40.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	411.82	820.17	345.09
Average Block Speed-Mph. (5)	244	259	164
Total Direct Cost/St. Mile	1.69	3.17	2.10

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

Type of Operation:	Corporate	Corporate	Corporate
1 /Fuel Cost	2.06	2.06	2.06
<i>Gallons/Hour</i>	63	99	53
2 /Maint. Labor Cost/Hour	65.00	65.00	65.00
Maint. Hours/Flight Hours	.76	2.37	.55
3 /Incl. Engine Parts Cost	No	No	No
4 /Overhaul Cost Source	99JSSI Comp	99JSSI Comp	99JSSI Comp
5 /Block Speed Source	Estimated	AC Manual	Mftr Data
6 /Crew Salary Source	Estimated	98 NBAA +6%	Estimated
Number of Crew	1	2	1
7 /Insured Hull Value	2700000	1480000	1422085
Hull Insurance Rate (%)	0.55	0.55	0.55
8 /Modernization	.4% x Price	.4% x Price	.4% x Price
9 /Refurbish Labor Hrs/Seat	. 20	20	20
10/Comp. Mx Program Source	MxManager	MxManager	MxManager
11/Weather Service Source	Typical	Typical	Typical
12/Aircraft Purchase Price	2700000	1480000	1422085
Depreciation Rate	10% per yr	10% per yr	10% per yr
13/Market Depr % / Year	6	6	6

FIXED COST - \$	PC 12	King Air 200	Grand Caravan
Crew Salaries - Captain (6)	61,268	61,268	61,268
- Co Pilot	. 0	42,400	(
- Flt Eng/Other	0	0	
- Benefits	18,380	31,100	18,380
Hangar - Typical	16,200	24,147	16,200
Insurance - Hull (7)	14,850	8,140	7,821
Admitted Liability	2,400	2,400	3,000
Legal Liability	8,000	8,000	8,000
Recurrent Training	2,500	12,600	3,900
Aircraft Modernization (8)	10,800	5,920	5,688
Navigation Chart Service	1,277	1,277	1,27
Refurbishing (9)	9,100	7,800	11,700
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	2,235	2,235	2,235
Other Fixed Costs	0	. 0	
Fractional Cost/Yr + Tax	0	0	C
Book Depreciation (12)	270,000	148,000	142,209
matal Rived Coat/Year	418,860	357,137	283,529
Total Fixed Cost/Year			
ANNUAL BUDGET - \$ Utilization - St. Miles	Corporate	Corporate	Corporate
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
ANNUAL BUDGET - \$ Utilization - St. Miles	Corporate	Corporate	Corporate 135,000 823
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours	Corporate 135,000 553 227,737 418,860	Corporate 135,000 521	Corporate 135,000 823 284,009
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost	Corporate 135,000 553 227,737	Corporate 135,000 521 427,309	Corporate 135,000 823 284,009 283,529
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost	Corporate 135,000 553 227,737 418,860	Corporate 135,000 521 427,309 357,137	Corporate 135,000 823 284,009 283,529 567,538
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.)	Corporate 135,000 553 227,737 418,860 646,597	Corporate 135,000 521 427,309 357,137 784,446	Corporate 135,000 823 284,009 283,529 567,538
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour	Corporate 135,000 553 227,737 418,860 646,597 1,169	Corporate 135,000 521 427,309 357,137 784,446 1,506	Corporate 135,000 823 284,009 283,529 567,538 690 4.20
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .47
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .43
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .43
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .43 425,329 513
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour - Per St. Mile - Per St. Mile - Per St. Mile Total Cost (No Depreciation)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681 2.79 .40	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97 636,446 1,222 4.71 .79	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .43 425,329 513 3.15
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour - Per St. Mile - Per St. Mile - Per St. Mile	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681 2.79 .40 376,597 162,000	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97 636,446 1,222 4.71 .79 636,446 88,800	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .47 425,329 513 3.19 .39
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Fixed Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour - Per St. Mile - Per St. Mile - Per St. Mile Total Cost (No Depreciation) Market Depreciation (13) Total Cost (Market Dep.)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681 2.79 .40 376,597 162,000 538,597	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97 636,446 1,222 4.71 .79 636,446 88,800 725,246	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .47 425,329 511 3.19 .39 425,329 85,329 510,654
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Total Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) Total Cost (No Depreciation) Market Depreciation (13)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681 2.79 .40 376,597 162,000 538,597 974	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97 636,446 1,222 4.71 .79 636,446 88,800 725,246 1,392	Corporate 135,000 823 284,009 283,529 567,538 690 4.20 .43 425,329 513 3.15 .35 425,329 85,329 510,654
ANNUAL BUDGET - \$ Utilization - St. Miles - Hours Direct Cost Fixed Cost Fixed Cost (Book Dep.) - Per Hour - Per St. Mile - Per Seat St. Mile Total Cost (No Depreciation) - Per Hour - Per St. Mile - Per St. Mile - Per St. Mile Total Cost (No Depreciation) Market Depreciation (13) Total Cost (Market Dep.)	Corporate 135,000 553 227,737 418,860 646,597 1,169 4.79 .68 376,597 681 2.79 .40 376,597 162,000 538,597	Corporate 135,000 521 427,309 357,137 784,446 1,506 5.81 .97 636,446 1,222 4.71 .79 636,446 88,800 725,246	Corporate

Copyright 2000 Conklin & deDecker Associates, Inc. (508)255-5975 www.conklindd.com

GENERAL - \$	PC 12	King Air 200	Grand Caravar
Cabin-Height (Ft.)	4.80	4.80	4.50
- Width	5.00	4.50	5.30
- Length	16.90	16.70	16.40
Cabin volume (Cu. Ft.)	330.00	303.00	340.00
Cabin Door Height (Ft.)	4.50	4.30	4.2
- Width	2.10	2.30	2.0
Baggage -Int. (Cu.Ft.)	40.00	54.00	33.0
- External	0.00	0.00	0.0
Typical Crew/Pass Seating	1/7	2/6	1/.
Weight-Max Take-off (Lbs.)	9,920	12,500	8,75
- Maximum Landing	9,920	12,500	8,50
- Basic Operating	6,130	8,550	4,80
- Usable Fuel	2,704	3,645	2,22
Payload-Full Fuel (Lbs.)	1,131	395	1,76
- Maximum	2,910	1,850	3,10
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Ye
Price - New (Typical)/1000	2,700	1,754	1,42
- Pre Owned Rng/1000	2,300/3,047	849/1,950	745/1,38
PERFORMANCE			·
	1,340	1,075	. 78
PERFORMANCE Range-NBAA IFR Res (N.Mi.)	1,340 1,660	1,075 1,490	· 78
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full			
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full	1,660	1,490	81
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.)			1,88
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	1,660 2,450	1,490 5,300	
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	1,660 2,450 3,050 1,680	1,490 5,300 4,175 2,450 740	1,88 2,60 97
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,450 3,050 1,680	1,490 5,300 4,175 2,450 740 289	1,88 2,60 97
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal	2,450 3,050 1,680 270 260	1,490 5,300 4,175 2,450 740 289 272	1,88 2,60 97 18 18
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,450 3,050 1,680	1,490 5,300 4,175 2,450 740 289	97 1,88 2,60

. :

Cost Of Ownership Analysis

For:

DOE NVO RSL N411DE

12-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

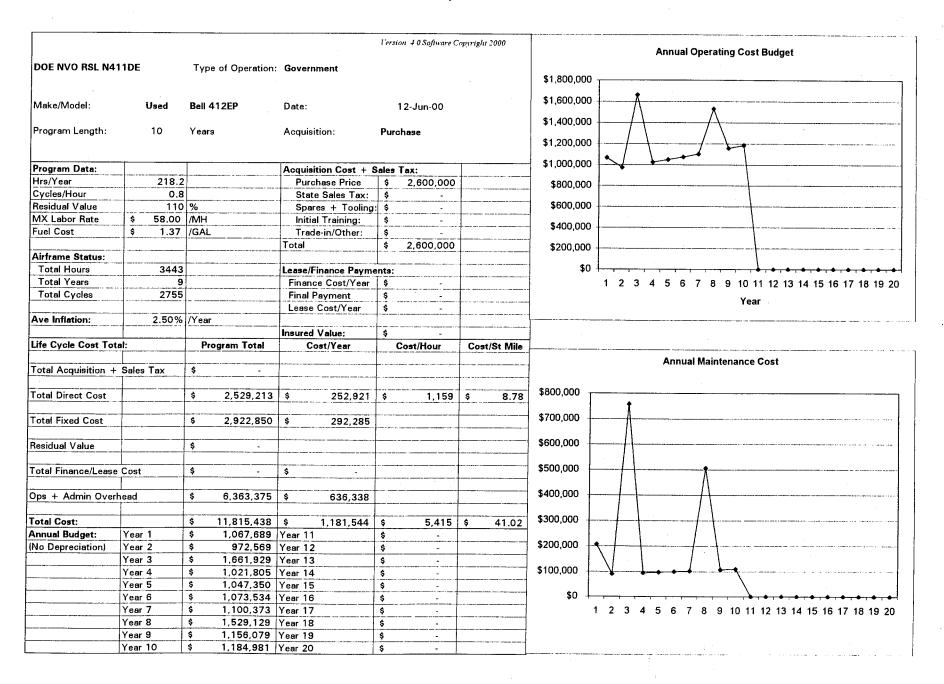
Base of operation:

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Notes:

N411DE Present Fleet - Costs Normalized

Life Cycle Cost 2000



ANNUAL COST

(Page 1)

12-Jun-00

Bell 412EP

(Page 2)

DOE NVO RSL N411DE

Government

Make/Model:

Used

urisition: Purchs

218.2 Hours/Year

Aircraft Value:

ė

Residual Value:

Variable Cost	ear	1	2		3	4	5	6	7		8	9	 10		Total
Fuel		\$ 29,893	\$ 30,641	\$	31,407	\$ 32,192	\$ 32,997	\$ 33,822	\$ 34,667	\$	35,534	\$ 36,422	\$ 37,333	s	334.907
Fuel Additives		\$ -	\$ -	\$	-	\$ -	\$ 	\$ •	\$ •	\$		\$ 	\$	ŝ	
Maint Labor		\$ 32,695	\$ 33,512	\$	34,350	\$ 35,209	\$ 36,089	\$ 36,991	\$ 37,916	\$	38,864	\$ 39,836	\$ 40,832	Ś	366,295
Parts		\$ 55,231	\$ 56,612	\$	58,027	\$ 59,478	\$ 60,965	\$ 62,489	\$ 64,051	\$	65,652	\$ 67,294	\$ 68,976	\$	618,774
Inspections		\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ 	\$	•	\$	\$ -	\$	
Engine Restoral		\$ 118,841	\$ -	\$ 6	65,046	\$ •	\$ •	\$ -	\$ -	\$	-	\$ 	\$ -	S	783,887
Engine Guaranteed Mx Plan		\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	\$	-	\$ -	\$	\$	
Avionics Guaranteed Mx Plan	:	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$	\$	-	\$ •	\$ -	\$	-
Component Overhaul (All)	:	\$ ·	\$ -	\$		\$ -	\$ -	\$	\$ -	\$	131,353	\$	\$	\$	131,353
Life Limited Components (All)	:	\$-	\$ -	\$	-	\$ -	\$ -	\$	\$	\$	269,893	\$ -	\$ -	\$	269.893
Other Services						 	 					 •	 	Ś	
Flight Hour Cost		144	\$ 148	\$	161	\$ 165	\$ 159	\$ 163	\$ 167	\$	171	\$ 175	\$ 180	\$	1.613
Fixed Cost	:	; -	\$ -	\$	-	\$ •	\$ -	\$ -	\$	\$	-	\$ 	\$	\$	
Landing/Parking Fees		; -	\$ -	\$		\$ •	\$ -	\$ •	\$	\$	_	\$	\$ -	\$	
Crew Expenses		2,007	\$ 2,058	\$	2,109	\$ 2,162	\$ 2,216	\$ 2,271	\$ 2,328	\$	2,386	\$ 2,446	\$ 2,507	\$	22,490
Small Supplies		-	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ •	\$ 	\$	
									 			 	 	\$	-
Total Variable C	ost s	238,812	\$ 122,970	\$ 7	91,090	\$ 129,196	\$ 132,425	\$ 135,736	\$ 139,129	Ś	543,854	\$ 146.173	\$ 149,827	\$	2,529,213

Fixed Cost	Year	1		2		3	1	4	1	5		6		7		В		9		10		Total
Salaries]		1		T													
Pilot/Flight Crew		\$ 166,022	\$	170,173	\$	174,427	\$	178,788	\$	183,257	\$	187,839	\$	192,535	\$	197,348	\$	202,282	\$	207,339	\$	1,860,008
Maintenance Technicians		\$ 40,020	\$	41,021	\$	42,046	\$	43,097	\$	44,175	\$	45,279	\$	46,411	\$	47,571	\$	48,760	\$	49,979	\$	448.359
Other		\$ -	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	
Benefits		\$ -	\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-
Hangar		\$ -	\$	-	\$	•	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	
Insurance			T		Ī				T												\$	
Hull		\$ -	\$	-	\$	-	\$	•	\$	-	\$	-	\$		\$	-	\$		\$		\$	-
Liability		\$ 24,299	\$	24,906	\$	25,529	\$	26,167	\$	26,822	\$	27,492	\$	28,179	\$	28,884	\$	29,606	\$	30,346	\$	272,231
Miscellaneous																					\$	
Training Pilot/Maint		\$ 25,916	\$	26,564	\$	27,228	\$	27,909	\$	28,606	\$	29,322	\$	30,055	\$	30,806	\$	31,576	\$	32,366	\$	290,347
Management Fee		\$ -	\$	- :	\$	-	\$		\$		\$	•	\$	-	\$		\$		\$	-	ŝ	
Brokerage Fee		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Ś	-	\$		Ś	
New Int/Paint/Avionics		\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-	Š		Ś	-	Ś		Ś	
Modernization		\$ -	\$	-	\$	-	\$		\$	-	\$		\$		\$		Š		\$		ŝ	
Nav/Weather Services		\$ 4,633	\$	4,749	\$	4,868	\$	4,989	\$	5,114	\$	5,242	\$	5,373	\$	5,507	Ś	5,645	\$	6,786	Š	51,905
Comp Maint Service		\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$		ŝ		\$		Ś	
Refurbishing		\$ -	\$	-	\$	-	\$	-	\$		\$	-	\$	-	Ś		Ś		Ś		Ś	
Other		\$ -	\$		\$	-	\$		\$		\$	-	\$	-	Ś	-	· ÷··		s -		\$	· · · · · · · · · · · · · · · · · · ·
													<u> </u>				:-				Ś	
Total Fixe	d Cost	\$ 260,890	\$	267,412	\$	274,098	\$	280,950	\$	287,974	\$	295,173	\$	302,552	\$	310,116	\$	317,869	\$	325,816	\$	2,922,850
Finance/Lease Cost		\$ -	Ś		ŝ		ŝ		Ś		ŝ		ŝ		4				ė		ş .	
Aircraft Cash Payment/Resale		<u>.</u>	ŝ		Š		<u> </u>		Ś		\$		4		ě		-		. ž		٠. ٠	
Final Payment/Loan Payoff		<u>.</u>	\$		\$		ŝ		ŝ		Š		\$		Š.		. ž		ž		·	
Operations Overhead		68,809	\$	70.529	\$	72,292	Ś	74,100	ŝ	75.952	\$	77,851	Ś	79,797		81,792	ě	83,837	ě	85,933	Ý.	770,893
Administrative Overhead (G&A)	- 1	499,178	\$	611,657	\$	524,449	\$	537,560			\$	564,774			\$	593,366	\$	608,200	\$	623,405	\$.	5,592,482
Total Annua	el Cont	1 067 600	Š	972,569	A 1	201.000	A 4	001.005													\$	1,815,438

Maintenance Cost Data

Bell 412EP

Database Date:

Jan-00

Labor MH/FH		· · · · · · · · · · · · · · · · · · ·	Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

nspections		Inspec	tion Cost	Inspection Cycle	Frequency		
	Name:	Total (0	Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$	1,944		300		0.5
2	600 Hour	\$	4,604		600		1
3	3000 Hour	\$	1,023		3000		5
4	M/R Hub	\$	2,251		2500		
5	Xmsn/Mast	\$	3,759		3000		
6							
7							
8							
9							
10							
11							
12							
One Time 1							·
2							

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
	Swashplate	\$ 8,090		2500	1	
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
. 7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
15						
16						
17		-				
18						
19		 				
20						

Life Limited Parts .		l	Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$	86,708		5000		
2	Spindle	\$	117,928		10000		
. 3	Pitch Horn	\$	16,820		10000		
4	Retention Bolts & Fitting	\$	25,908		5000		
5	Damper Bridge 1	\$	9,096		15000		
6	Damper Bridge 2	\$	7,564		10000		
7	Pitch Link Tubes (4)	\$	4,648		5000		
8	Rod End B'ring (4)	\$	10,060		5000		
9	Swashplate Link	\$	15,076		5000		
10	Drive Hub Assy	\$	5,286		10000		
11	Rephasing Lever (2)	\$	25,196		5000		
12	Drive Link Assy	\$	8,790		5000		
13	Swashplate Outer	\$	11,780		10000		
14	Swashplate Support	\$	9,796		5000		
15	Gimbal Ring & Collectiv	\$	6,192		9000		
16	Collective Lever Assy	\$	6,289		10000		
17	M/R Mast	\$	23,642		10000		
18	Other 10000 Hr items	\$	16,320		10000		
19	Lower Cone Seat & Con	\$	18,651		10000		
20	T/R Drive Adapters (3)	\$	6,272		5000		
21	T/R Yoke & Blades	\$	25,190		5000		
22	Bracket Assy (2)	\$	46,352		10000		
23	Misc 5000 Hr items	\$	9,408		5000		
24							
25							
26							
27							
28							
29							
30							

gine Restoral/Hea	evy N	faintenance	<u> </u>	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3							
	4							
	5							
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8		Ī					
	9							
	10							

Maintenance Cost Data

Bell 412EP

Database Date:

Cost Of Ownership Analysis

For:

DOE NVO RSL N411DE

12-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

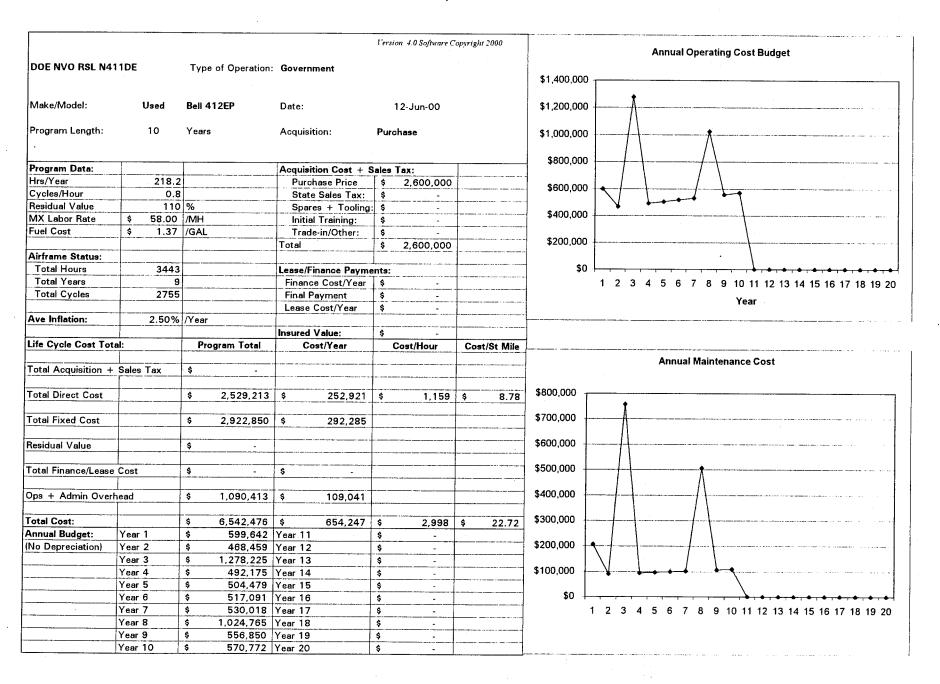
Government

Base of operation:

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Notes:

N411DE Present Fleet Should Cost



ANNUAL COST

(Page 1)

12-Jun-00

(Page 2)

DOE NVO RSL N411DE

Government

Make/Model:

Bell 412EP Used

Acquisition: Purchase

218.2 Hours/Year

Aircraft Value:

Residual Value:

Variable Cost Y	ear	1	2	3	4	5	Π	6	7		8		9	10		Total
Fuel		29,893	\$ 30,641	\$ 31,407	\$ 32,192	\$ 32,997	\$	33,822	\$ 34,667	\$	35,534	\$	36,422	\$ 37,333	\$	334,907
Fuel Additives		; -	\$ -	\$	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$ •	\$	-
Maint Labor		32,695	\$ 33,512	\$ 34,350	\$ 35,209	\$ 36,089	\$	36,991	\$ 37,916	\$	38,864	\$	39,836	\$ 40,832	\$	366,295
Parts	- (66,231	\$ 56,612	\$ 58,027	\$ 59,478	\$ 60,965	\$	62,489	\$ 64,051	\$	65,652	\$	67,294	\$ 68,976	\$	618.774
Inspections		} -	\$ -	\$ -	\$ -	\$ -	\$	-	\$ •	\$	-	\$	-	\$	\$	-
Engine Restoral		118,841	\$ -	\$ 665,046	\$ 	\$ -	\$		\$ •	\$	*	\$	-	\$ 	\$	783,887
Engine Guaranteed Mx Plan		-	\$ -	\$ -	\$ -	\$	\$	-	\$ -	\$	-	\$		\$	\$	
Avionics Guaranteed Mx Plan			\$ -	\$ -	\$ -	\$ -	\$	-	\$ 	\$	-	\$	-	\$ •	\$	
Component Overhaul (All)	_ \$	-	\$ -	\$ -	\$ -	\$ -	\$		\$ •	\$	131,363	\$		\$ -	\$	131,353
Life Limited Components (All)	•		\$	\$	\$ -	\$ -	\$	-	\$ •	\$	269,893	\$	-	\$	\$	269,893
Other Services										_		· · · · ·		 	\$	
Flight Hour Cost	\$	144	\$ 148	\$ 151	\$ 155	\$ 159	\$	163	\$ 167	\$	171	\$	175	\$ 180	\$	1,613
Fixed Cost	. \$	-	\$ -	\$	\$ -	\$ -	\$	•	\$ -	\$	-	\$	- 1	\$	\$	
Landing/Parking Fees		-	\$ -	\$	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$ -	\$	-
Crew Expenses	\$	2,007	\$ 2,058	\$ 2,109	\$ 2,162	\$ 2,216	\$	2,271	\$ 2,328	\$	2,386	\$	2,446	\$ 2,507	\$	22,490
Small Supplies		-	\$ -	\$ -	\$ -	\$	\$	-	\$ -	\$	-	\$	-	\$	\$	
									 	_				 	\$	-
Total Variable C	st \$	238,812	\$ 122,970	\$ 791,090	\$ 129,195	\$ 132,425	\$	135.736	\$ 139,129	ŝ	543.854	Ś	146,173	\$ 149.827	Ś	2,529,213

Fixed Cost Yea	г	1]	2		3	Ì	4	T	6		6		7		8		9		10		Total
Salaries	T		Ī				Γ.		1				T-		ļ							
Pilot/Flight Crew	\$	166,022	\$	170,173	\$	174,427	\$	178,788	\$	183,257	\$	187,839	\$	192,535	\$	197,348	\$	202,282	\$	207,339	\$	1,860,008
Maintenance Technicians	\$	40,020	\$	41,021	\$	42,046	\$	43,097	\$	44,175	\$	45,279	\$	46,411	\$	47,571	\$	48,760	\$	49.979	\$	448,369
Other	\$	-	\$	-	\$	•	\$	-	\$	-	\$	-	\$	•	\$	-	\$	-	\$		\$	
Benefits	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	
Hangar	\$		\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Insurance			1																		\$	-
Hull	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-
Liability	\$	24,299	\$	24,906	\$	26,629	\$	26,167	\$	26,822	\$	27,492	\$	28,179	\$	28,884	\$	29,606	\$	30,346	\$	272,231
Miscellaneous	<u></u>																				\$	-
Training Pilot/Maint	\$	25,916	\$	26,564	\$	27,228	\$	27,909	\$	28,606	\$	29,322	\$	30,055	\$	30,806	\$	31,576	\$	32,366	\$	290,347
Management Fee	\$	-	\$	-	\$	-	\$	-	\$	-	\$	- :	\$	-	\$	-	\$	-	\$	-	\$	
Brokerage Fee	\$	_	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
New Int/Paint/Avionics	\$		\$	-	\$	-	\$		\$	-	\$		\$	-	\$	-	\$	-	\$	•	\$	-
Modernization	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	
Nav/Weather Services	\$	4,633	\$	4,749	\$	4,868	\$	4,989	\$	5,114	\$	5,242	\$	5,373	\$	5,507	\$	5,645	\$	5,786	\$	51,905
Comp Maint Service	\$	-	\$		\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Refurbishing	\$	-	\$		\$	-	\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	-
Other	\$		\$		\$	-	\$		\$		\$	-	\$		\$	-	\$	*	\$		\$	
Total Fixed Cost	\$	260,890	\$	267,412	\$	274,098	\$	280,950	\$	287,974	\$	295,173	\$	302,552	\$	310,116	\$	317,869	\$	325,816	\$	2,922,850
Finance/Lease Cost	Ś		ŝ		\$		\$		\$		ŝ		\$		4			_	ė		Ş .	
Aircraft Cash Payment/Resale	\$	-	ŝ		ŝ		Ś	·············	ŝ	-	Ś		Š		\$-		\$		ě		ž.	· · · · · · · · · · · · · · · · · · ·
Final Payment/Loan Payoff	\$	-	\$	-	\$		ŝ		ŝ		Ś		Š		Š		Š		Š		ž.	
Operations Overhead	\$	49,970	\$	39,038	\$	106,519	\$	41,015	\$	42,040	Š	43,091	ŝ	44,168	ŝ	85,397	Ś	46,404	\$	47,564	Š	545,206
Administrative Overhead (G&A)	\$	49,970	\$	39,038	\$	106,519	\$	41,015	\$	42,040	\$	43,091	\$	44,168	\$	85,397	\$	46,404	\$	47,564	\$	545,206
Total Annual Cost	\$	599,642	\$	468,459	\$1	,278,225	\$	492,176	\$	504,479	\$	517,091	\$	530,018	\$1	,024,765	\$	566,850	\$	570,772	\$	6.542.476

Maintenance Cost Data

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance					
Engine:	No	Avionics:	No	APU:	No

nepections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
. 15						
16						
17						
18						
19						
20						

Life Limited Parts		L	Parts Cost	Prem Removals	Frequency		
	Name:	L	(Current \$)	/1000 HR	Hours	Cycles	Years
	Yoke Assy	\$	86,708		5000		
2	Spindle	\$	117,928		10000		
3	Pitch Horn	\$	16,820		10000		
4	Retention Bolts & Fitting	\$	25,908		5000		
5	Damper Bridge 1	\$	9,096		15000		
6	Damper Bridge 2	\$	7,564		10000		
7	Pitch Link Tubes (4)	\$	4,648		5000		
8	Rod End B'ring (4)	\$	10,060		5000		
9	Swashplate Link	\$	15,076		5000		
10	Drive Hub Assy	\$	5,286		10000		
11	Rephasing Lever (2)	\$	25,196		5000		
12	Drive Link Assy	\$	8,790		5000		
13	Swashplate Outer	\$	11,780		10000		
14	Swashplate Support	\$	9,796		5000		
15	Gimbal Ring & Collectiv	\$	6,192		9000		
16	Collective Lever Assy	\$	6,289		10000		
17	M/R Mast	\$	23,642		10000		
18	Other 10000 Hr items	\$	16,320		10000		
19	Lower Cone Seat & Con	\$	18,651		10000		
20	T/R Drive Adapters (3)	\$	6,272		5000		
21	T/R Yoke & Blades	\$	25,190		5000		
22	Bracket Assy (2)	\$	46,352		10000		
23	Misc 5000 Hr items	\$	9,408		5000		
24				* ** ** * * * * * * * * * * * * * * *			
25							
26							
27							
28							1
29			· · · · · · · · · · · · · · · · · · ·				<u> </u>
30							1

gine Restoral/Hea	vy N	/laintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3		T					
	4		T^{-}					
	5		1					
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8					1		
	9							
	10		1					

Maintenance Cost Data

Bell 412EP

Database Date:

				:
			•	

Cost Of Ownership Analysis

For:

DOE NVO RSL N411DE

13-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

N411DE Future Fleet GOCO

Ops. O/H & G&A at 25% of labor and benefits

ANNUAL COST	SUM	MARY					l'ersi	on 4.0 Software (opyrigh	ıt 2000			An	nual Ope	rating C	ost Bud	laet		
DOE NVO RSL N4	11DE		Type	of Operation:	Gover	nment					\$1,400,000	T				-			
Make/Model:		Used	Bell 4	12EP	Date:			13-Jun-00	•		\$1,200,000	1							
Program Length:		10	Years		Acquis	ition:	Purc	hase			\$1,000,000	+-/	<u> </u>	Λ					
					1			·			\$800,000	1	 	-/-\-					
Program Data:						ition Cost + S	· · · · · · · · · · · · · · · · · · ·		ļ		4	1/	1	/ \					
Hrs/Year		300				chase Price	\$	2,600,000	ļ		\$600,000	11	-	1	*				
Cycles/Hour		0.8				te Sales Tax:	\$		<u> </u>			4				1			1
Residual Value		110			+	res + Tooling	+	-	ļ		\$400,000	ļ				7			i
MX Labor Rate	\$	58.00				al Training:	\$	-			4-100,000					1			
Fuel Cost	\$	1,50	/GAL	and the state of t		de-in/Other:	\$		ļ		\$200,000								
Airframe Status:			 		Total		\$_	2,600,000	 		4200,000					1			
Total Hours		3443			1 1	Finance Payme	<u></u>		ļ		\$0					_l			
Total Years		3443			+	ce Cost/Year			 			1 2	3 4	-	0 0 4	0.44.40	40.44	45 40 47	40.40.00
Total Cycles		2755					\$		 		4	1 2	3 4	5 6 7	8 9 1	0 11 12	13 14	15 16 17	18 19 20
Total Cycles		2/55				Payment	\$		ļ						١	ear ·			
Ave Inflation:		2.50%	/V 0.05		Lease	Cost/Year			 										
Ave milation;	+	2.50 %	/ i ear		Incurs	l Value:	Ś		 		-								
Life Cycle Cost Tot	al·		Pro	gram Total		ost/Year		Cost/Hour	Cos	st/St Mile	-								
Life Gyble Gost 10t				gram rotar	 	ost/ Teal		205th Iour	- 003	SCIOL WIRE					• •				
Total Acquisition +	Sales	Tax	\$				ļ						,	Annual Ma	ıntenan	ce Cost			
									ļ		\$000,000								
Total Direct Cost			\$	3,402,889	\$	340,289	\$	1,134	\$	8.59	\$900,000								
Total Fixed Cost			\$	2,644,726	\$	264,473					\$800,000								
	 				† 	201,170					\$700,000	. /\							İ
Residual Value	1		\$	-	†						\$700,000	-/\							
									 		\$600,000	-11							
Total Finance/Lease	Cost		\$	-	\$	-			·		1	$I\Lambda$		†					
	T				<u> </u>						\$500,000	$+$ \		41					
Ops + Admin Over	head		\$	1,021,043	\$	102,104					\$400,000	$A \perp A$		/\					
Total Cost:	+		\$	7,068,658	\$	706,866	\$	2,356	\$	17.85	,			/ \					
Annual Budget:	Year	1	\$	539,130			\$	2,350	7	17.65	\$300,000	1-1							
(No Depreciation)	Year		\$	1,200,384	 		\$	-			****	1 \		- 1					
1110 Depireciation)	Year		\$	565,348			\$	<u>-</u>			\$200,000	!	-		-				
	Year		\$	579,482			\$	-			\$100,000	-			\				
	Year		\$	593,969	 		7		 		¥100,000 1					\			
	Year		\$	994,435			\$	•			\$0					1	• • • •		
	Year		\$	624,039			Š		<u> </u>			1 2 3	3 4 5	6 7 8	0.10	11 12 4	12 14 4	5 16 17 1	9 10 2Ô
	Year		\$	639,640			\$ \$	-	L			. 2 3	, 4 5	0 / 8	9 10	11 12 1	IJ 14 1:	ו מו ט	0 19 20
	Year		\$	660,211			- \$	-											
	Year		\$	672,021			\$ \$	-											
	1 car	10 1	7	012,021	rear ZU	,	7	-											

ANNUAL COST

(Page 1)

13-Jun-00

(Page 2)

DOE NVO RSL N411DE

Government

Make/Model:

Used

Bell 412EP

Acquisition: Purchase

300 Hours/Year

Aircraft Value:

\$

Residual Value: \$

Variable Cost Ye	ar	1	L	2		3		4		6		6		7		8	_	9	Г	10	Γ	Total
Fuel	\$	45,000	\$	46,125	\$	47,278	\$	48,460	\$	49,672	ŝ	50,913	Ś	52,186	ŝ	53,491	4	54.828		56,199		504,152
Fuel Additives	\$	-	\$	-	\$	-	\$		\$		s		Ś		\$	-	·	04,020	*	00,133		004,102
Maint Labor	\$	98,235	\$	100,691	\$	103,208	ŝ	105,788	\$ 1	08,433	Š	111,144	<u></u>	113,922	- ¥	16,771	0	119.690	4 1	22.000	-	400 504
Parts	\$	59,607	\$	61,097	\$	62,625	\$	64,190		65,795	Ś	67,440	4	69,126		70.854		72,626		22,682 74,441	\$ 1	,100,564
Inspections	\$	7,571	\$	6,711	\$	6,879	\$	7,051	ŝ	7,227	\$	11,112	-	7,593	\$	7.783		12,558	4	8,177	3	667,800
Engine Restoral	\$	-	\$	648,825	\$		ŝ		Š	- ,,,	Ś		Ť	7,033	4	7,703	*	12,000	*	0,1//	3	82,662
Engine Guaranteed Mx Plan	\$	•	\$	-	s		Ś	-	Ś		İ		÷		-				*			648,825
Avionics Guaranteed Mx Plan	\$		\$	-	\$		ŝ		\$		Š		<u>*</u>		· ·		*		-		3	
Component Overhaul (All)	\$	-	\$	-	\$		Ś	-	Ś		\$	125,024	,		÷		3		7		*	105 004
Life Limited Components (All)	\$	-	\$	-	Ś	-	Š		Ś		_	256,888	÷		ŝ	<u>-</u>	3				¥ .	125,024
Other Services	1-						- <u>·</u>		<u> </u>		<u> </u>	200,000	<u> </u>				3		->-			256,888
Flight Hour Cost	\$	1,516	\$	1,553	\$	1,592	ŝ	1,631	\$	1,672	ė	1,714	•	1,767	•	1,801	_	1.040		1.000		
Fixed Cost	\$		\$		Ś		Ś		\$.1,0,2	4	1,7,1-7	÷	1,707	-	1,801	·	1,846	-	1,892	- \$ -	16,973
Landing/Parking Fees	\$		\$		Ś		Ś		<u>.</u>		÷		*				*		*		\$	
Crew Expenses	\$	-	\$	-	ŝ		Ś		-		÷		*		<u>*</u>		*		\$		\$	·
Small Supplies	\$	•	\$		\$		\$		\$		\$		Ś		 -		*		÷_		\$	
	L.										<u> </u>		- <u>-</u>		Ť-		-		<u></u> _		-	
Total Variable Cos	t \$	211,928	\$	865,002	\$	221,582	\$	227,121	\$ 2	32,799	\$	624,235	\$ 2	44,685	\$ 2	50,699	\$ 2	61,547	\$ 2	63,391	63	,402,889

Fixed Cost Yea	r	1		2	3	Т	4	6	6	7	8	9	10	T
Salaries			†		† <u>-</u> -			 	† -	 '		- -	· 10	Total
Pilot/Flight Crew	\$	98,288	\$	100,745	\$ 103,26	4	\$105,845	\$108,492	\$ 111,204	\$113,984	\$116,834	\$119,764	\$122,748	41 101 150
Maintenance Technicians	\$	62,072	\$	63,624	\$ 65,21	-+-	\$ 66,845							\$1,101,158
Other	\$	-	\$	-	\$	-	s -	\$ -	s	\$ 71,504	6 75,764	4 /0,029	¥ //,819	\$ 695,416
Benefits	\$	40,090	\$	41,092	\$ 42,120	0	\$ 43,173	\$ 44,252	\$ 45,358	\$ 46,492	\$ 47,654	\$ 48,846	\$ 50,067	*
Hangar	\$		\$	-	\$		\$ -	s -	\$	\$ -	\$ -	\$ 40,040	\$ 60,067	\$ 449,144
Insurance	Ī		1		f	-+			 	'	† *	 •		· · · · · · · · · · · · · · · · · · ·
Hull	\$	-	\$		\$	- 1	\$ -	\$ -	\$ -	ŝ -	\$ -		 _	
Liability	\$	9,750	\$	9.994	\$ 10,244	4	\$ 10,500	\$ 10,762	\$ 11,031	\$ 11,307	\$ 11,590	\$ 11,879	\$ 12,176	4 400 000
Miscellaneous	1		1				,	1 10,7 02	11,001	11,307	4 11,030	3 11,0/9	3 12,176	\$ 109,233
Training Pilot/Maint	\$	25,000	\$	25,625	\$ 26,266	6 :	\$ 26,922	\$ 27,695	\$ 28,286	\$ 28,992	\$ 29,717	\$ 30,460	A 21 222	4 200 000
Management Fee	\$	-	\$	-	\$	- 1	\$ -	\$ -	\$ 20,200	\$ -	\$ 25,717	\$ 30,460	\$ 31,222	\$ 280,085
Brokerage Fee	\$	-	\$	-	\$	- 1	<u>, </u>	\$ -	\$ -	-	4		-	·
New Int/Paint/Avionics	\$	-	\$	-	\$	-	·	\$ -	\$ -	4	† *	-	-	3
Modernization	\$	-	\$		\$	- 5		<u> </u>	ś .	+ *	<u> </u>	-		
Nav/Weather Services	\$	865	\$	887	\$ 909	1	932	\$ 955	\$ 979	\$ 1,003	\$ 1,028	\$ 1,064	4 1000	
Comp Maint Service	\$	-	\$	-	ŝ .	- 1	002	\$ -	4 3/3	4 1,003	4 1,028	\$ 1,054 \$	\$ 1,080	\$ 9,691
Refurbishing	\$	-	\$	- 1	ŝ .	. 3		<u> </u>	ś -	ė .	* -	\$	\$	\$
Other	\$	-	\$		s .			\$ -	\$.	\$ -	-			· · · · · · · · · · · · · · · · · · ·
	1		<u> </u>					-		, .	-	-	\$	\$ <u>.</u>
Total Fixed Cost	\$	236,065	\$	241,967	\$ 248,016	3 \$	254,216	\$260,572	\$ 267,086	\$273,763	\$280,607	\$ 287.622	\$ 294,813	\$2,644,726
												/	1 1,0 1,0	\$ -
Finance/Lease Cost	\$		\$		\$ -	. \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aircraft Cash Payment/Resale	\$		\$		\$ -	. \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	s	\$ -
Final Payment/Loan Payoff	\$		\$		\$. \$	-	\$ -	\$ -	\$ -	\$.	\$.	š .	\$
Operations Overhead	\$	65,864	\$	67,511	\$ 69,198	\$	70,928	\$ 72,702	\$ 74,519	\$ 76,382	\$ 78,292	\$ 80,249	\$ 82,255	\$ 737,900
Administrative Overhead (G&A)	\$	25,273	\$	25,905	\$ 26,552	\$	27,216	\$ 27,897	\$ 28,594	\$ 29,309	\$ 30,042		\$ 31,563	\$ 283,143
Total Annual Cost	ŝ	539,130	Ś	1,200,384	\$ 565,348	-	579,482	\$593,969	A 004 40F	4004 000				
	<u> </u>	222,100	· ·	1,200,004	4 000,040	1 3	0/0,482	4093,969	ə 994,436	¥624,039	\$639,640	\$660,211	\$672,021	\$7,068,657

Maintenance Cost Data

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance					
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
. 5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						:
15						
16						
17						
18						
19					TO WINDOWS TO THE RESIDENCE OF STREET	
20				There is an arrangement and are as a second as a secon		

Life Limited Parts		 Parts Cost	Prem Removals	Frequency		
	Name:	 (Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
2	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
4	Retention Bolts & Fitting	\$ 25,908		5000		
5	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
8	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000		
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
CONTRACTOR OF THE PROPERTY OF	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
. 21	T/R Yoke & Blades	\$ 25,190		5000	7.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24		 				
25		 				
26						
27						
28						
29						
30						

ingine Restoral/Hea	vy N	/laintenance	-	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3							
	4							
	5							
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8							
	9							
	10							

Maintenance Cost Data

Bell 412EP

Database Date:

Cost Of Ownership Analysis

For:

DOE NVO RSL N411DE

13-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

N411DE Future Fleet GOGO

G&A at 12% of labor and ben., Fed. ben. At 30%

ANNUAL COST	SUMMARY			Version 4.0 Software Co	opyright 2000	Annual Operating Cost Budget
DOE NVO RSL N41	1DE	Type of Operation	: Government			\$1,400,000
Make/Model:	Used	Bell 412EP	Date:	13-Jun-00		\$1,200,000
Program Length:	10	Years	Acquisition:	Purchase		\$1,000,000
Program Data:	T		Acquisition Cost + 5	Sales Tax:	1	\$800,000
Hrs/Year	300		Purchase Price	\$ 2,600,000	 	
Cycles/Hour	0.8		State Sales Tax:	\$ -		\$600,000
Residual Value	110		Spares + Tooling			
MX Labor Rate	\$ 58.00		Initial Training:	\$ -		\$400,000
Fuel Cost	\$ 1.50	/GAL	Trade-in/Other:	\$ -		
, doi Coat	1.50	,	Total	\$ 2,600,000	 	\$200,000
Airframe Status:	 		- 10ta	2,000,000		
Total Hours	3443		Lease/Finance Payme		<u> </u>	\$0
Total Years	9	<u></u>	Finance Cost/Year	\$ -	 	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	2755		Final Payment	\$ -	 	
Total Cycles	2/55		Lease Cost/Year	\$ -	l	Year ·
Ave Inflation:	2.50%	Noor	Lease Cost/ i eai	· · · · · · · · · · · · · · · · · · ·		
Ave initation:	2.50 /8	/164	Insured Value:	\$ -	 	
Life Cycle Cost Tota	<u> </u>	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	
Life Cycle Cost Tota	a);	Frogram Total	Cost/Tear	Cost/Hour	COST/ST WITE	Annual Maintenance Cost
Total Acquisition +	Sales Tax	\$ -				Annual Waintenance Cost
Total Direct Cost		\$ 3,446,907	\$ 344,691	\$ 1,149	\$ 8.70	\$900,000
Total Fixed Cost		\$ 2,734,555	\$ 273,456			\$800,000
						\$700,000
Residual Value		\$ -				\$600,000
T-4-1 F:	<u></u>					\$600,000
Total Finance/Lease	Cost	\$ -	\$ -	 		\$500,000
Ops + Admin Overh	nead	\$ 1,277,118	\$ 127,712			
	T		† 			\$400,000
Total Cost:		\$ 7,458,580	\$ 745,859	\$ 2,486	\$ 18.83	\$300,000
Annual Budget:	Year 1		Year 11	\$ -		\$200,000
(No Depreciation)	Year 2	\$ 1,236,058		\$ -		\$200,000
			Year 13	\$ -		***
	Year 3	\$ 0U1.914				\ \ \
	Year 3 Year 4			\$ -		\$100,000
	Year 4	\$ 616,962	Year 14	\$ -		\
	Year 4 Year 5	\$ 616,962 \$ 632,386	Year 14 Year 15	ļ		\$100,000
	Year 4 Year 5 Year 6	\$ 616,962 \$ 632,386 \$ 1,033,812	Year 14 Year 15 Year 16	\$ -		\
	Year 4 Year 5 Year 6 Year 7	\$ 616,962 \$ 632,386 \$ 1,033,812 \$ 644,401	Year 14 Year 15 Year 16 Year 17	\$ - \$ - \$ -		\$0
	Year 4 Year 5 Year 6	\$ 616,962 \$ 632,386 \$ 1,033,812 \$ 644,401 \$ 681,011	Year 14 Year 15 Year 16	\$ - \$ - \$ -		\$0

ANNUAL COST

(Page 1)

13-Jun-00

DOE NVO RSL N411DE

Government

Make/Model:

Used

Bell 412EP

Acquisition: Purchase

300 Hours/Year

(Page 2)

Aircraft Value:

9

Residual Value: \$

Variable Cost 10 Year Total 45,000 \$ 49,672 \$ 53,491 \$ 47,278 Fuel 46,125 48,460 50,913 \$ 52,186 \$ 64,828 \$ 56,199 \$ 504,152 Fuel Additives Maint Labor 102,164 104,718 \$ 107,336 \$110,019 \$112,770 \$ 115,589 \$118,479 \$121,441 \$124,477 \$127,589 \$1,144,582 67,440 \$ 69,126 Parts \$ 59,607 \$ 61,097 \$ 62,625 \$ 64,190 \$ 65,795 \$ \$ 70,864 \$ 72,625 \$ 74,441 \$ 667,800 Inspections 7,571 \$ 6,711 6,879 7,051 7,227 \$ 11,112 7,593 7,783 \$ 12,558 \$ 8,177 82,662 Engine Restoral 648,826 \$ 648,825 Engine Guaranteed Mx Plan --Avionics Guaranteed Mx Plan -\$ \$ 125,024 Component Overhaul (All) \$ 125,024 Life Limited Components (All) \$ 256,888 \$ 256,888 \$ Other Services 1,801 1,515 1,553 1,592 \$ 1,631 1,672 1,757 16,973 Flight Hour Cost \$ 1,714 1,846 1,892 Fixed Cost Landing/Parking Fees Crew Expenses Small Supplies Total Variable Cost \$ 215,857 \$ 869,029 \$ 225,709 \$ 231,352 \$ 237,136 \$ 628,681 \$ 249,141 \$ 255,370 \$ 266,334 \$ 268,298 \$ 3,446,907

Fixed Cost Yea	r	1	2	L	3	4	6	<u> </u>	6	1	7	Ε .	3	9		10		Total
Salaries				I						L								
Pilot/Flight Crew	\$	98,288	\$ 100,745	\$	103,264	\$105,845	\$108,492	\$	111,204	\$	113,984	\$116	,834	\$119,75	4 \$	122,748	\$	1,101,158
Maintenance Technicians	\$	62,072	\$ 63,624	\$	65,214	\$ 66,846	\$ 68,516	\$	70,229	\$	71,984	\$ 73	,784	\$ 75,62	9 \$	77,519	\$	695,416
Other	\$	-	\$ -	\$		\$ -	\$ -	\$	-	\$	-	\$		\$	- \$	-	\$	
Benefits	\$	48,108	\$ 49,311	\$	60,543	\$ 51,807	\$ 53,102	\$	54,430	\$	55,791	\$ 57	,186	\$ 58,61	5 \$	60,080	\$	538,972
Hangar	\$		\$ -	\$		\$ -	\$ -	\$	-	\$		\$	-	\$	- \$	-	\$	
Insurance																	\$	
Hull	\$	-	\$ 	\$		\$ -	\$ -	\$	-	\$	-	\$	•	\$	- \$		\$	
Liability	\$	9,750	\$ 9,994	\$	10,244	\$ 10,500	\$ 10,762	\$	11,031	\$	11,307	\$ 11	,590	\$ 11,87	9 \$	12,176	\$	109,233
Miscellaneous																	\$	
Training Pilot/Maint	\$	25,000	\$ 25,625	\$	26,266	\$ 26,922	\$ 27,595	\$	28,286	\$	28,992	\$ 29	,717	\$ 30,46) \$	31,222	\$	280,085
Management Fee	\$		\$ -	\$		\$ -	\$ -	\$	-	\$	-	\$		\$	- \$		\$	
Brokerage Fee	\$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$	-	\$	-	\$	- \$		\$	
New Int/Paint/Avionics	\$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$	-	\$		\$	- \$		\$	
Modernization	\$	-	\$ -	\$	-	\$ -	\$ -	\$		\$	-	\$	-	\$	- \$	-	\$	
Nav/Weather Services	\$	865	\$ 887	\$	909	\$ 932	\$ 955	\$	979	\$	1,003	\$ 1	,028	\$ 1,054	\$ \$	1,080	\$	9,691
Comp Maint Service	\$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$		\$		\$	- \$		\$	
Refurbishing	\$	-	\$ -	\$	-	\$ -	\$ -	\$		\$	•	\$	-	\$	- \$		\$	-
Other	\$		\$ 	\$		\$ -	\$ -	\$	-	\$		\$		\$	- \$	<u>.</u>	\$	
Total Fixed Cost	\$	244,083	\$ 250,185	\$	256,440	\$ 262,851	\$ 269,422	\$	276,158	\$:	283,061	\$ 290	,138	\$ 297,391	\$	304,826	\$ 2	,734,566
Finance/Lease Cost	\$		\$ -	\$	-	\$ -	\$ -	\$	-	\$		\$		\$	- \$		\$	-
Aircraft Cash Payment/Resale	\$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$		\$		\$. \$		\$	
Final Payment/Loan Payoff	\$		\$ -	\$	-	\$ -	\$ -	\$	-	\$		\$		\$. \$	-	\$	
Operations Overhead	\$	68,498	\$ 70,210	\$	71,966	\$ 73,765	\$ 75,609	\$	77,499	\$	79,437	\$ 81	,423	\$ 83,458	\$	85,545	\$	767,409

Total Annual Cost \$ 573,934 \$ 1,236,058 \$ 601,914 \$616,962 \$632,386 \$1,033,812 \$664,401 \$681,011 \$702,616 \$715,487 \$7,458,580

Maintenance Co	st Dat	а
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Bell 412EP

Database Date:

Labor MH/FH			Parte \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections			ins	pection Cost	Inspection Cycle	Frequency		
		Name:	Total	al (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1	300 Hour	\$	1,944		300		0.5
	2	600 Hour	\$	4,604		600		1
	3	3000 Hour	\$	1,023		3000		5
	4	M/R Hub	\$	2,251		2500		
	5	Xmsn/Mast	\$	3,759		3000		
	6		1					
	7		1					
	8							
	9							
1	0							
1	1		1					
1	2		1					
One Time	1							
	2		T					

Component Overhaul	l	Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12			-		***************************************	
13						
14						
15					***************************************	
16						
17						
18						
19			T			
20						

Life Limited Parts		 Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
	1 Yoke Assy	\$ 86,708		5000		
	2 Spindle	\$ 117,928		10000		
	3 Pitch Horn	\$ 16,820		10000		
	Retention Bolts & Fitting	\$ 25,908		5000		
·	Damper Bridge 1	\$ 9,096		15000		
(Damper Bridge 2	\$ 7,564		10000		
	7 Pitch Link Tubes (4)	\$ 4,648		5000		
(Rod End B'ring (4)	\$ 10,060		5000		
(Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
1 '	Rephasing Lever (2)	\$ 25,196		5000		
1:	2 Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000		
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
17	M/R Mast	\$ 23,642		10000		•
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24	l I					
25						
26	5.					
27	'					
28		 				
29						
30						

ngine Restoral/Hea	vy N	/laintenance	 Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$ 242,000		4000		
	2	Comb Gearbox (1/2)	\$ 74,500		4000		
	3						
	4						
	5						
Replacement	1	Compressor Hub	\$ 22,406			36667	
	2	Comp Disk, 2nd Stage	\$ 6,521			29000	
	3	Comp Disk, 3d Stage	\$ 7,123			29000	
	4	Impeller	\$ 43,846		-70.	29000	
	5	PT Disk	\$ 26,313			14250	
	6	CT Disk	\$ 34,814			8000	
	7						
	8						
	9				•		
	10						

Maintenance Cost Data

Bell 412EP

Database Date:

•			
	•		
			-

Cost Of Ownership Analysis

For:

DOE NVO RSL N412DE

12-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

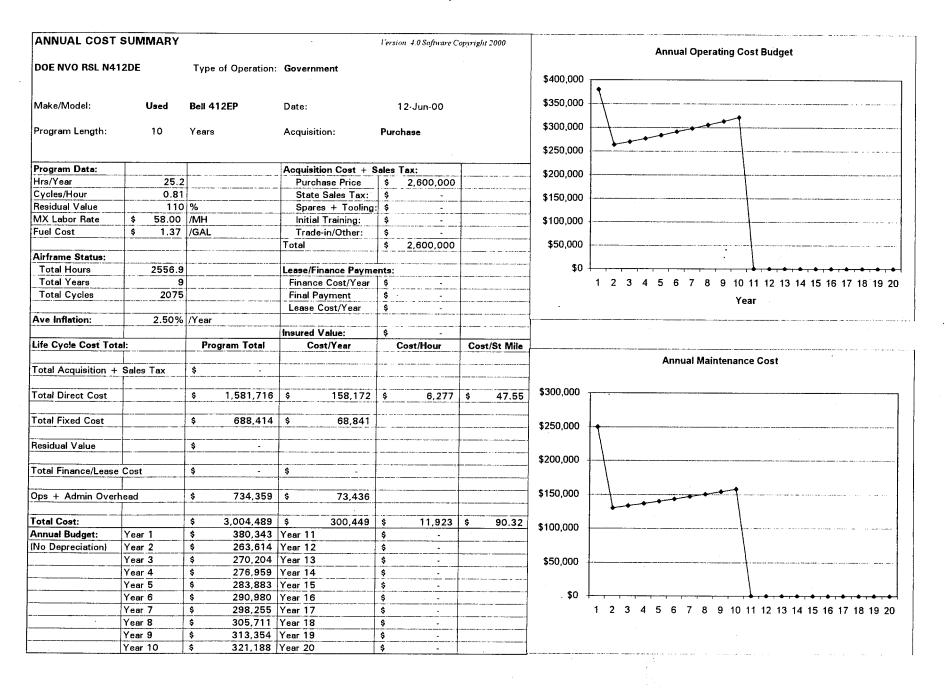
Government

Base of operation:

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Notes:

N412DE Present Fleet - Costs Normalized



ANNUAL COST

(Page 1)

12-Jun-00

(Page 2)

DOE NVO RSL N412DE

Government

Make/Model:

Used Bell 412EP Acquisition: Purchase

25.2 Hours/Year

Aircraft Value:

Residual Value: \$

Aircraft Value: \$ -		Residual Value:	\$ -									
Variable Cost Year	1	2	3	4	5	6	7	8	9	10	Tot	al
Fuel	\$ 3,452	\$ 3,539	\$ 3,627	\$ 3,718	\$ 3,811	\$ 3,906	\$ 4,004	\$ 4,104	\$ 4,206	\$ 4,312	\$ 38	,679
Fuel Additives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Maint Labor	\$ 62,089	\$ 63,641	\$ 65,232	\$ 66,863	\$ 68,535	\$ 70,248	\$ 72,004	\$ 73,804	\$ 75,649	\$ 77,541	\$ 696	,607
Parts	\$ 64,385		\$ 67,644	\$ 69,336	\$ 71,069	\$ 72,846	\$ 74,667	\$ 76,534	\$ 78,447	\$ 80,408	\$ 721	,330
Inspections	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Engine Restoral	\$ 123,159	<u> </u>	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123	,159
Engine Guaranteed Mx Plan	\$ -	† <u> </u>	\$ -	s -	\$	\$ -	\$ -	\$	\$ -	\$ -	\$	
Avionics Guaranteed Mx Plan	\$ -	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Component Overhaul (All)	\$ -	š -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Life Limited Components (All)	\$ -	\$ -	s -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	•
Other Services	† *	 	 		ļ	l-:					\$	
Flight Hour Cost	\$ 75	\$ 76	\$ 78	\$ 80	\$ 82	\$ 84	\$ 87	\$ 89	\$ 91	\$ 93	Ś	836
Fixed Cost	\$ -	<u>s</u> .	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	ŝ -	\$	-
Landing/Parking Fees	\$ -	· · · · ·	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$	-
Crew Expenses	\$ 188	<u> </u>	\$ 198	\$ 202	\$ 208	\$ 213	\$ 218	\$ 223	\$ 229	\$ 235	\$ 2	,106
Small Supplies	\$.	\$ 133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$	
Small Supplies	 •	+*			•	-	† *	† *	-			
Total Variable Cost	\$ 253,348	\$ 133,444	\$ 136,780	\$140,199	\$143,704	\$ 147,297	\$160,979	\$154,754	\$158,623	\$162,588	\$1,581	,716
												
Fixed Cost Year	1	2	3	4	6	6	7	8	9	10	Tot	al
Salaries	<u></u>				ļ			ļ				
Pilot/Flight Crew	\$ 28,467	\$ 29,179	\$ 29,908	\$ 30,656	\$ 31,422	\$ 32,208	\$ 33,013	\$ 33,838	\$ 34,684	\$ 35,561		,927
Maintenance Technicians	\$ 4,618	\$ 4,733	\$ 4,852	\$ 4,973	\$ 5,097	\$ 5,225	\$ 5,356	\$ 5,489	\$ 5,627	\$ 5,767	\$ 51	,737
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Hangar	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Insurance			l									
Hull	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Liability	\$ 2,804	\$ 2,874	\$ 2,946	\$ 3,020	\$ 3,095	\$ 3,172	\$ 3,252	\$ 3,333	\$ 3,416	\$ 3,502	\$ 31	,414
Miscellaneous				·	l							
Training Pilot/Maint	\$ 25,023	\$ 25,649	\$ 26,290	\$ 26,947	\$ 27,621	\$ 28,311	\$ 29,019	\$ 29,744	\$ 30,488	\$ 31,250	\$ 280	,342
Management Fee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	<u>.</u>
Brokerage Fee	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
New Int/Paint/Avionics	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	_
Modernization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Nav/Weather Services	\$ 535	\$ 548	\$ 562	\$ 576	\$ 591	\$ 605	\$ 620	\$ 636	\$ 652	\$ 668	\$ 5	,994
Comp Maint Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Refurbishing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Total Fixed Cost	\$ 61,447	\$ 62,983	\$ 64,558	\$ 66,172	\$ 67,826	\$ 69,622	\$ 71,260	\$ 73,041	\$ 74,867	\$ 76,739	\$ 688	,414
		1:		I &	<u> </u>						•	
Finance/Lease Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -	2 .	-	š	
Aircraft Cash Payment/Resale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	·		
Final Payment/Loan Payoff	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	š	\$ -	3	
Operations Overhead	\$ 7,941	\$ 8,140	\$ 8,343	\$ 8,662	\$ 8,765	\$ 8,985	\$ 9,209	\$ 9,439	\$ 9,675	\$ 9,917		,966
Administrative Overhead (G&A)	\$ 57,607	\$ 59,047	\$ 60,523	\$ 62,036	\$ 63,587	\$ 65,177	\$ 66,806	\$ 68,477	\$ 70,189	\$ 71,943	\$ 646	,393
Total Annual Cost	\$ 380,343	\$ 263.614	\$ 270,204	\$ 276 950	\$ 283,883	\$ 290,980	\$ 298 255	\$305,711	\$313,354	\$321,188	\$3,004	489
Total Annual Cost	v 300,343	<u> </u>	1 4 2 / 0,204	4210,000	4200,000	¥ 200,000	1 4 200,200	, ,,,,,,,,			+0,004	,

M:	ainte	nai	nce	Cas	t I	lata

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH			
Airframe:	1.90	MH/FH	Airframe:	\$	149.08	/FH
Engine:	0.40		Engine:	. \$	16.15	
Avionics:	0.30		Avionics:	\$	21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

nspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						
. 8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
2	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
4	Retention Bolts & Fitting	\$ 25,908		5000		
5	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
8	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000		
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
17	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24						
25						
26						
27						
28						
29						
30						

gine Restoral/Hea	avy N	/laintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3		Τ					
	4		1					
	5							
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8							
	9							
	10		Ī					

Maintenance Cost Date

Bell 412EP

Database Date:

.

Cost Of Ownership Analysis

For:

DOE NVO RSL N412DE

12-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

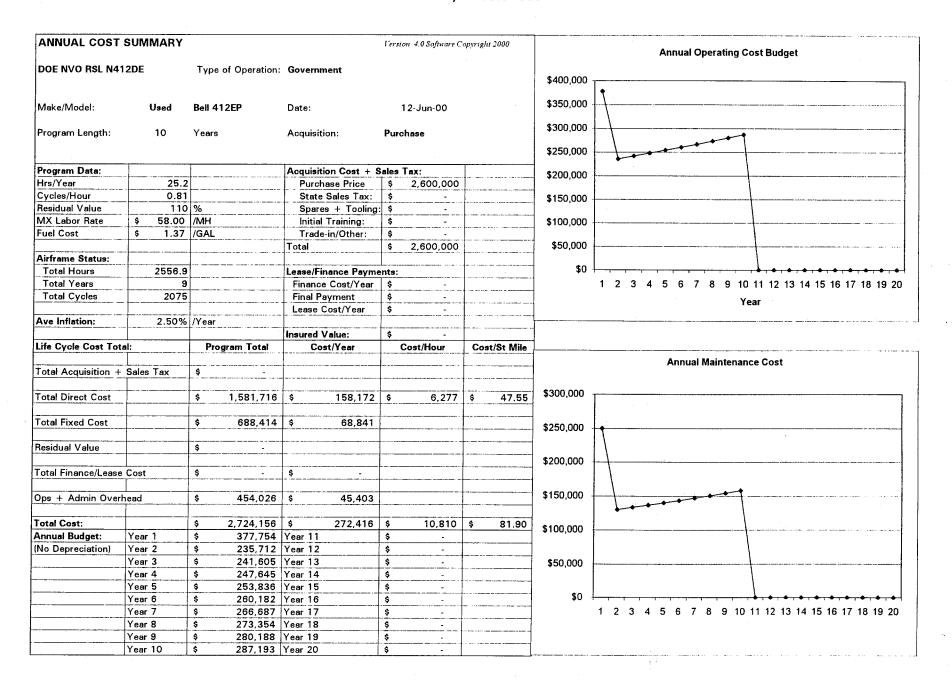
Government

Base of operation:

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Notes:

N412DE Present Fleet Should Cost



ANNUAL COST

(Page 1)

12-Jun-00

(Page 2)

DOE NVO RSL N412DE

Government

Make/Model: Used Bell 412EP Acquisition: Purchase

on: Purchase 25.2 Hours/Year

Aircraft Value: \$ - Residual Value: \$

Aircraft Value:		Residual Value:	• -								
Variable Cost Year	1	2	3	4	Б	6	7	8	9	10	Total
Fuel	\$ 3,452	\$ 3,539	\$ 3,627	\$ 3,718	\$ 3,811	\$ 3,906	\$ 4,004	\$ 4,104	\$ 4,206	\$ 4,312	\$ 38,679
Fuel Additives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maint Labor	\$ 62,089	\$ 63,641	\$ 65,232	\$ 66,863	\$ 68,535	\$ 70,248	\$ 72,004	\$ 73,804	\$ 75,649	\$ 77,541	\$ 695,607
Parts	\$ 64,385	\$ 65,995	\$ 67,644	\$ 69,336	\$ 71,069	\$ 72,846	\$ 74,667	\$ 76,534	\$ 78,447	\$ 80,408	\$ 721,330
Inspections	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Engine Restoral	\$ 123,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,169
Engine Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avionics Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Component Overhaul (All)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Life Limited Components (All)	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Services									•		\$ -
Flight Hour Cost	\$ 76	\$ 76	\$ 78	\$ 80	\$ 82	\$ 84	\$ 87	\$ 89	\$ 91	\$ 93	\$ 836
Fixed Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Landing/Parking Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Crew Expenses	\$ 188	\$ 193	\$ 198	\$ 202	\$ 208	\$ 213	\$ 218	\$ 223	\$ 229	\$ 236	\$ 2,106
Small Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Variable Cost	\$ 253,348	\$ 133,444	\$ 136,780	\$140,199	\$143,704	\$ 147,297	\$150,979	\$154,754	\$168,623	\$162,588	\$1,581,716
	· · · · · · · · · · · · · · · · · · ·	- 1-1	 							· · · · · · · · · · · · · · · · · · ·	·
Fixed Cost Year	1	2	3	4	6	6	7	8	9	10	Total
Salaries			<u> </u>								
Pilot/Flight Crew	\$ 28,467	\$ 29.179	\$ 29.908	\$ 30,656	\$ 31,422	\$ 32,208	\$ 33,013	\$ 33,838	\$ 34,684	\$ 35,551	\$ 318.927
Maintenance Technicians	\$ 4,618	\$ 4,733	\$ 4,852	\$ 4,973	\$ 5,097	\$ 5,225	\$ 5,355	\$ 5,489	\$ 5,627	\$ 5,767	\$ 51,737
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -
Hangar	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance											
Hull	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Liability	\$ 2,804	\$ 2.874	\$ 2,946	\$ 3,020	\$ 3,095	\$ 3,172	\$ 3,252	\$ 3,333	\$ 3,416	\$ 3,502	\$ 31,414
Miscellaneous							,				
Training Pilot/Maint	\$ 25,023	\$ 25,649	\$ 26,290	\$ 26,947	\$ 27,621	\$ 28,311	\$ 29,019	\$ 29,744	\$ 30,488	\$ 31,250	\$ 280,342
Management Fee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brokerage Fee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Int/Paint/Avionics	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Modernization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -
Nav/Weather Services	\$ 535	\$ 548	\$ 562	\$ 576	\$ 691	\$ 605	\$ 620	\$ 636	\$ 652	\$ 668	\$ 5,994
Comp Maint Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$
Refurbishing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			· · · · · · · · · · · · · · · · · · ·								i
Total Fixed Cost	\$ 61,447	\$ 62,983	\$ 64,558	\$ 66,172	\$ 67,826	\$ 69,522	\$ 71,260	\$ 73,041	\$ 74,867	\$ 76,739	\$ 688,414
Finance/Lease Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aircraft Cash Payment/Resale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Final Payment/Loan Payoff	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	<u>\$</u> .	\$ -
Operations Overhead	\$ 31,479	\$ 19,643	\$ 20,134	\$ 20,637	\$ 21,153	\$ 21,682	\$ 22,224	\$ 22,779	\$ 23,349	\$ 23,933	\$ 227,013
Administrative Overhead (G&A)	\$ 31,479	\$ 19,643	\$ 20,134	\$ 20,637	\$ 21,153	\$ 21,682	\$ 22,224	\$ 22,779	\$ 23,349	\$ 23,933	\$ 227,013
							1		T		1
Total Annual Cost			\$ 241,605								\$2,724,156

tenance	

Bell 412EP

Database Date:

Labor MH/FH			Parte \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0,40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						
8						
9						
10						,
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
15						
16						
17						
18						
19						
20			•			

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
2	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
4	Retention Bolts & Fitting	\$ 25,908		5000		
5	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
8	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000		
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
17	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24						
25						
26						
27						
28						
29						
30						

ngine Restoral/Hea	avy N	/laintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3				-			
	4							
	5							
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8							
	9							
	10		-					

Maintenance Cost Data

Bell 412EP

Database Date:

Cost Of Ownership Analysis

For:

DOE NVO RSL N412DE

13-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

Nevada

Additional state taxes or fees not included in the analysis that may be applicable:

- Personal Property Tax

Notes:

N412DE Future Fleet GOCO

Ops. O/H & G&A at 25% of labor and benefits

ANNUAL COST	SUMMARY			Version 4.0 Software Co	opyright 2000	Annual Operating Cost Budget
DOE NVO RSL N41	2DE	Type of Operation:	Government			\$1,400,000
Make/Model:	Used	Bell 412EP	Date:	13-Jun-00		\$1,200,000
Program Length:	10	Years	Acquisition:	Purchase		\$1,000,000
Program Data:			Acquisition Cost + S	Sales Tax:	T	\$800,000
Hrs/Year	300		Purchase Price	\$ 2,600,000		\$600,000
Cycles/Hour	0.81		State Sales Tax:	\$ -		\$600,000
Residual Value	110	%	Spares + Tooling	: \$ -		1
MX Labor Rate	\$ 58.00	/MH	Initial Training:	\$ -		\$400,000
Fuel Cost	\$ 1.50	/GAL	Trade-in/Other:	\$ -		1
			Total	\$ 2,600,000		\$200,000
Airframe Status:						
Total Hours	2556.9		Lease/Finance Payme	ents:		"] \$0
Total Years	9		Finance Cost/Year	\$ -		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	2075		Final Payment	\$ -		Year
			Lease Cost/Year	\$ -		
Ave Inflation:	2.50%	/Year				
			Insured Value:	\$ -		
Life Cycle Cost Tota	al:	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	
						Annual Maintenance Cost
Total Acquisition +	Sales Tax	\$ -				
						\$1,000,000
Total Direct Cost		\$ 3,597,746	\$ 359,775	\$ 1,199	\$ 9.08	47,000,000
						\$900,000
Total Fixed Cost	<u> </u>	\$ 2,644,726	\$ 264,473			\$800,000
						\$000,000
Residual Value	ļ	\$ -				\$700,000
	<u></u>					
Total Finance/Lease	Cost	\$ -	-			\$600,000
	<u> </u>					\$500,000
Ops + Admin Overl	nead	\$ 1,021,043	\$ 102,104			
<u> </u>		A 7000 F1F			4001	\$400,000
Total Cost:	<u></u>	\$ 7,263,515	\$ 726,352		\$ 18.34	\$300,000
Annual Budget:	Year 1	\$ 661,662		\$ -		\$300,000
(No Depreciation)	Year 2	\$ 554,770	Year 12	\$ -		\$200,000
	Year 3	\$ 564,689	Year 13	\$ -		1
	Year 4	\$ 578,807	Year 14	\$ -		\$100,000
	Year 5	\$ 1,291,991	Year 15	\$ -		\$0
	Year 6	\$ 609,266	Year 16	\$ -		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 7	\$ 623,311	Year 17	\$ -		1 2 3 4 3 6 7 6 9 10 11 12 13 14 13 16 17 16 19 20
	Year 8	\$ 638,894	Year 18	\$ -		
	Year 9	\$ 1,068,887	Year 19	\$ -		
	Year 10	\$ 671,238	Year 20	\$ -		<u></u>

ANNUAL COST

(Page 1)

13-Jun-00

DOE NVO RSL N412DE

Government

Make/Model:

Used

ed Bell 412EP

Acquisition: Purchase

300 Hours/Year

(Page 2)

Aircraft Value:

\$

Residual Value: \$

Variable Cost Year		1		2	 3	<u>.</u>	4	L	- 6		6		7		_8		9		10	<u> </u>	Total
Fuel	\$	45,000	\$	46,125	\$ 47,278	\$	48,460	\$	49,672	\$	50,913	\$	52,186	\$	53,491	\$	54,828	\$	56,199	\$	504,152
Fuel Additives	\$	-	\$	-	\$ 	\$	-	\$		\$		\$	-	\$		\$	-	\$	-	\$	
Maint Labor	\$	98,235	\$	100,691	\$ 103,208	\$	105,788	\$	108,433	\$	111,144	\$ 1	13,922	\$1	16,771	\$	119,690	\$ 1	22,682	\$1	,100,564
Parts	\$	59,607	\$	61,097	\$ 62,625	\$	64,190	\$	66,796	\$	67,440	\$	69,126	\$	70,854	\$	72,625	\$	74,441	\$	667,800
Inspections	\$	7,671	\$	10,565	\$ 6,879	\$	7,051	\$	7,227	\$	8,565	\$	7,593	\$	7,783	\$	10,720	\$	8,177	\$	82,131
Engine Restoral	\$	123,159	\$	-	\$ 	\$		\$	698,714	\$		\$	-	\$	-	\$		6		\$	821,873
Engine Guaranteed Mx Plan	\$	-	\$	-	\$ 	\$	-	\$		\$	-	\$	-	\$		\$		\$.	\$	
Avionics Guaranteed Mx Plan	\$	-	\$	-	\$ -	\$	-	\$		\$	-	\$		\$	-	\$	-	\$		\$	
Component Overhaul (All)	\$	-	\$	-	\$ -	\$	-	\$		\$	-	\$	-	\$	_	\$	134,637	\$		\$	134,637
Life Limited Components (All)	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	276,641	\$		\$	276,641
Other Services	T									L										\$	
Flight Hour Cost	\$	888	\$	910	\$ 933	\$	956	\$	980	\$	1,005	\$	1,030	\$	1,056	\$	1,082	\$	1,109	\$	9,949
Fixed Cost	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$		\$		\$		\$		\$	
Landing/Parking Fees	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$		\$		\$	<u>-</u>	\$	-	\$	•
Crew Expenses	\$	-	\$	-	\$ -	\$		\$		\$	-	\$	-	\$	_	\$		\$	-	\$	
Small Supplies	\$	-	\$	-	\$ -	\$	-	\$		\$	-	\$	•	\$	-	\$	<u> </u>	\$		\$	
					 					L						<u> </u>				\$	·
Total Variable Cost	Ś	334,460	Ś	219,388	\$ 220.923	ŝ	226.446	\$	930,820	Ś	239.067	\$ 2	43.857	\$ 2	49.954	\$	670,223	\$:	62,608	\$	3,597,746

Fixed Cost	Year	1		2	3		4	 5		6	7		8	9		10		Total
Salaries								 										
Pilot/Flight Crew		\$ 98,2	88	\$ 100,745	\$ 103,264	\$	105,845	\$ 108,492	\$	111,204	\$113,984	\$ 1	16,834	\$ 119,754	\$ 1	22,748	\$1	,101,158
Maintenance Technicians		\$ 62,0	72	\$ 63,624	\$ 65,214	\$	66,845	\$ 68,516	\$	70,229	\$ 71,984	\$	73,784	\$ 75,629	\$	77,519	\$	695,416
Other		\$	-	\$. <u>-</u>	\$ 	\$		\$ -	\$		\$ -	\$		\$ 	\$		\$	
Benefits		\$ 40,0	90	\$ 41,092	\$ 42,120	\$	43,173	\$ 44,252	\$	45,358	\$ 46,492	\$	47,654	\$ 48,846	\$	50,067	\$	449,144
Hangar		\$	-	\$ -	\$ 	\$	-	\$ -	\$		\$ -	\$	-	\$ 	\$	-	\$_	-
Insurance					 	_		 	L.					 				
Hull		\$	-	\$ -	\$. \$		\$ -	\$	-	\$ -	\$		\$ -	\$		\$	
Liability		\$ 9,7	60	\$ 9,994	\$ 10,244	\$	10,600	\$ 10,762	\$	11,031	\$ 11,307	\$	11,590	\$ 11,879	\$	12,176	\$	109,233
Miscellaneous														 				• •
Training Pilot/Maint		\$ 25,0	00	\$ 25,625	\$ 26,266	\$	26,922	\$ 27,595	\$	28,285	\$ 28,992	\$	29,717	\$ 30,460	\$	31,222	\$	280,085
Management Fee		\$	-	\$ -	\$ 	\$	-	\$ 	\$	-	\$ -	\$		\$ -	\$	-	\$	
Brokerage Fee		\$	-	\$ 	\$	\$		\$ 	\$	-	\$ -	\$	-	\$ -	\$		\$	
New Int/Paint/Avionics		\$	-	\$ 	\$ 	\$		\$ 	\$		\$ -	\$	-	\$ -	\$	-	\$	<i> :</i>
Modernization		\$	-	\$ -	\$ 	\$		\$ 	\$		\$ -	\$	-	\$ -	\$		\$	
Nav/Weather Services		\$ 8	65	\$ 887	\$ 909	\$	932	\$ 966	\$	979	\$ 1,003	\$	1,028	\$ 1,054	\$	1,080	\$	9,691
Comp Maint Service		\$	-	\$ -	\$ 	\$	-	\$ 	\$	•	\$ -	\$		\$ -	\$		\$	<u>-</u>
Refurbishing		\$		\$ -	\$ -	\$	-	\$ -	\$	-	\$ -	\$		\$ 	\$		\$	
Other		\$		\$ 	\$ 	\$		\$ 	\$		\$ -	\$		\$ 	\$	<u>.</u>	\$	
Total Fixe	ed Cost	\$ 236,0	65	\$ 241,967	\$ 248,016	\$	254,216	\$ 260,572	\$	267,086	\$273,763	\$ 2	80,607	\$ 287,622	\$ 2	94,813	\$ 2	,644,726

Finance/Lease Cost	\$ -	\$ 	\$ 	\$		\$	-	\$.\$		\$ -	\$	\$ ·	\$	
Aircraft Cash Payment/Resale	\$	\$ -	\$ 	\$		\$	-	\$	<u> </u>	\$		\$ 	\$ ·	\$ 		
Final Payment/Loan Payoff	\$ -	\$ -	\$	\$	-	\$		\$		\$	-	\$ -	\$ <u> </u>	\$ 	\$	
Operations Overhead	\$ 65,864	\$ 67,611	\$ 69,198	\$	70,928	\$	72,702	\$	74,619	\$	76,382	\$ 78,292	\$ 80,249	\$ 82,255	\$	737,900
Administrative Overhead (G&A)	\$ 26,273	\$ 26,905	\$ 26,552	\$	27,216	\$	27,897	\$	28,594	\$	29,309	\$ 30,042	\$ 30,793	\$ 31,563	\$	283,143
			 	L				L_		_		 	 	 	ļ	
Total Annual Cost	\$ 661,662	\$ 554,770	\$ 564,689	\$	578,807	\$1	,291,990	\$	609,266	\$	623,311	\$ 638,894	\$ 1,068,887	\$ 671,238	\$	7,263,515

Maintenance Cost Data

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency	·	
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		. 1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
. 3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13				.		
14						
15						
16						
17						
18						
19						
20						

ife Limited Parts		Parts Cost	Prem Removals	Frequency		
** ***********************************	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
	Retention Bolts & Fitting	\$ 25,908		5000		
	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
	Swashplate Outer	\$ 11,780		10000		
	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
17	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24						
25						
26						
27						
28						
29						
30						

ngine Restoral/Hea	avy N	/laintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3		T					
	4		T					
	5		1					
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313		-	14250	et di Matthi. I triu sover i travas assesso i
	6	CT Disk	\$	34,814			8000	
	7		1					
	8							
	9							
	10							

Maintenance Cost Data

Bell 412EP

Database Date:

r			
·			

Cost Of Ownership Analysis

For:

DOE NVO RSL N412DE

13-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

N412DE Future Fleet GOGO

G&A at 25% of labor & ben., Fed. Ben. At 30%

ANNUAL COST	SUMMARY			Version 4.0 Software C	Copyright 2000	Annual Operating Cost Budget
DOE NVO RSL N41	12DE	Type of Operation	: Government			\$1,400,000
Make/Model:	Used	Bell 412EP	Date:	13-Jun-00		\$1,200,000
Program Length:	10	Years	Acquisition:	Purchase		\$1,000,000
Program Data:		T	1	A	T	\$800,000
Hrs/Year	300		Acquisition Cost +			
Cycles/Hour			Purchase Price			\$600,000
Residual Value	0.8	%	State Sales Tax:			
MX Labor Rate			Spares + Tooling			\$400,000
	\$ 58.00		Initial Training:	\$ -		
Fuel Cost	\$ 1.50	/GAL	Trade-in/Other:	\$ 2,600,000		\$200,000
Airframe Status:			Total	\$ 2,600,000		4.00 ,000
						\$0
Total Hours	2556.9		Lease/Finance Paym			
Total Years			Finance Cost/Year			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	2075		Final Payment	\$ -		Year
			Lease Cost/Year	\$ -		
Ave Inflation:	2.50%	/Year				The second secon
		<u> </u>	Insured Value:	\$ -		
Life Cycle Cost Total	al:	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	
T . I A	<u> </u>					Annual Maintenance Cost
Total Acquisition +	Sales I ax	\$ -				
Total Direct Cost		\$ 3,641,765	\$ 364,177	\$ 1,214	\$ 9.20	\$1,000,000
T . 15' 10 .	-		·			\$900,000
Total Fixed Cost		\$ 2,734,555	\$ 273,456			\$800,000
Residual Value						\$600,000
nesiduai value		\$ -				\$700,000
T-4-1 F: #	<u> </u>	ļ. <u>.</u>		ļ		
Total Finance/Lease	Cost	\$ -	\$ -			\$600,000
0		4 077 440				\$500,000
Ops + Admin Overl	head T	\$ 1,277,118	\$ 127,712			\$500,000
T-4-10	ļ		 	 		\$400,000
Total Cost:	1	\$ 7,653,438			\$ 19.33	
Annual Budget:	Year 1	\$ 696,466		\$ -		\$300,000
(No Depreciation)	Year 2	\$ 590,444		\$ -		\$200,000
	Year 3	\$ 601,255	 	\$ -		
	Year 4	\$ 616,287		\$ -		\$100,000
	Year 5	\$ 1,330,407		\$ -		
	Year 6	\$ 648,643		\$ -		\$0
	Year 7	\$ 663,673		\$ -		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$ 680,265		\$ -	, <u></u>	
	Year 9	\$ 1,111,292		\$ -		
	Year 10	\$ 714,704	Year 20	\$ -		

ANNUAL COST

(Page 1)

13-Jun-00

(Page 2)

DOE NVO RSL N412DE

Government

Make/Model:

Used

ed Bell 412EP

Acquisition: Purchase

300 Hours/Year

Aircraft Value:

\$

Residual Value: \$

Variable Cost Yo	ar	1	1				_		_		Τ.	6		-			_		10		*
	-	45 000		40.105	-	47.070		40 400	-	40.070	-				_	8	 9	_	10		Total
Fuel	- 1 5	45,000	¥	46,125	.5	47,278	3	48,460	1-5	49,672	3	50,913	\$	52,186	Ş	53,491	\$ 64,828	<u>\$</u>	56,199	\$	604,152
Fuel Additives	.\$	-	\$		\$	-	\$	-	\$		\$	-	\$		\$	-	\$ -	\$		\$	-
Maint Labor	\$	102,164	\$	104,718	\$	107,336	\$	110,019	\$	112,770	\$	115,589	\$1	18,479	\$ 1	21,441	\$ 124,477	\$ 1	27,589	\$1	,144,582
Parts	\$	59,607	\$	61,097	\$	62,625	\$	64,190	\$	65,795	\$	67,440	\$	69,126	\$	70,854	\$ 72,625	\$	74,441	\$	667,800
Inspections	\$	7,671	\$	10,565	\$	6,879	\$	7,051	\$	7,227	\$	8,565	\$	7,593	\$	7,783	\$ 10,720	\$	8,177	\$	82,131
Engine Restoral	\$	123,159	\$		\$	-	\$	-	\$	698,714	\$	-	\$		\$	-	\$ 	\$	-	\$	821,873
Engine Guaranteed Mx Plan	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$		\$	
Avionics Guaranteed Mx Plan	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$ -	\$	-	\$	
Component Overhaul (All)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 134,637	\$		\$	134,637
Life Limited Components (All)	\$	-	\$		\$	•	\$	-	\$	-	\$	-	\$	-	\$		\$ 276,641	\$		\$	276,641
Other Services											_				-		 			\$	
Flight Hour Cost	\$	888	\$	910	\$	933	\$	956	\$	980	\$	1,005	\$	1,030	\$	1,056	\$ 1,082	\$	1,109	\$	9,949
Fixed Cost	\$		\$	-	\$		\$	•	\$	-	\$		\$	-	\$	-	\$ -	\$		\$	•
Landing/Parking Fees	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	-	\$	-	\$ -	\$		\$	-
Crew Expenses	\$	-	\$	-	\$		\$	-	\$	-	\$		\$		\$	-	\$ 	\$	-	\$	-
Small Supplies	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	\$	-	\$	
																				\$	-
Total Variable Co	st \$	338,389	\$	223,415	\$	225,051	\$:	230,677	\$	936,167	\$	243,512	\$ 2	48,414	\$ 2	54,624	\$ 675,010	\$ 2	67,516	\$3	,641,765

Fixed Cost Yea	ar 📗	1	2	3	4	5		6	7	Ī	8	Γ	9		10		Total
Salaries							1										
Pilot/Flight Crew	\$	98,288	\$ 100,745	\$ 103,264	\$ 105,845	\$ 108,492	\$	111,204	\$113,984	\$	116,834	\$	119,754	\$	122,748	\$1	,101,158
Maintenance Technicians	\$	62,072	\$ 63,624	\$ 65,214	\$ 66,845	\$ 68,616	\$	70,229	\$ 71,984	\$	73,784	\$	75,629	\$	77,519	\$	695,416
Other	\$		\$ -	\$ 	\$ -	\$ 	\$	-	\$ -	\$	-	\$	-	\$		\$	-
Benefits	\$	48,108	\$ 49,311	\$ 60,543	\$ 51,807	\$ 53,102	\$	54,430	\$ 55,791	\$	57,185	\$	68,616	\$	60,080	\$	538,972
Hangar	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
Insurance									-	T							
Hull	\$	-	\$ -	\$	\$ -	\$ -	\$		\$ -	\$	-	\$	-	\$		\$	-
Liability	\$	9,750	\$ 9,994	\$ 10,244	\$ 10,600	\$ 10,762	\$	11,031	\$ 11,307	\$	11,590	\$	11,879	\$	12,176	\$	109,233
Miscellaneous	\perp																
Training Pilot/Maint	\$	25,000	\$ 25,625	\$ 26,266	\$ 26,922	\$ 27,595	\$	28,285	\$ 28,992	\$	29,717	\$	30,460	\$	31,222	\$	280,085
Management Fee	\$	-	\$ -	\$ -	\$ -	\$ -	\$	•	\$ -	\$	-	\$	-	\$	-	\$	-
Brokerage Fee	\$	-	\$ -	\$ -	\$ -	\$ -	\$		\$ -	\$	-	\$	-	\$	-	\$	-
New Int/Paint/Avionics	\$		\$ -	\$ -	\$	\$ -	\$	-	\$ -	\$	-	\$	-	\$		\$	-
Modernization	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$		\$	-	\$	-	\$	
Nav/Weather Services	\$	865	\$ 887	\$ 909	\$ 932	\$ 956	\$	979	\$ 1,003	\$	1,028	\$	1,054	\$	1,080	\$	9,691
Comp Maint Service	\$	-	\$ - 1	\$	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$		\$	
Refurbishing	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-	\$		\$		\$	
Other	\$	<u> </u>	\$ -	\$ 	\$ -	\$ -	\$	· -	\$ -	\$		\$		\$		\$	· · · · · · · · · · · · ·
Total Fixed Cos	t \$	244,083	\$ 250,185	\$ 256,440	\$ 262,851	\$ 269,422	\$	276,158	\$ 283,061	\$:	290,138	\$	297,391	\$3	804,826	\$2	,734,565

Finance/Lease Cost	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$		\$	-	\$		\$	\$	-
Aircraft Cash Payment/Resale	\$	\$ -	\$ -	\$ -	\$		\$ -	\$	-	\$	-	\$		\$	1	
Final Payment/Loan Payoff	\$	\$ -	\$ -	\$	\$	•	\$ -	5	-	\$	-	\$		\$ • .	\$	-
Operations Overhead	\$ 68,498	\$ 70,210	\$ 71,966	\$ 73,765	\$	75,609	\$ 77,499	\$	79,437	\$	81,423	\$	83,468	\$ 86,545	\$	767,409
Administrative Overhead (G&A)	\$ 45,496	\$ 46,633	\$ 47,799	\$ 48,994	\$	50,219	\$ 51,475	\$	52,761	\$	54,080	\$	55,432	\$ 56,818	\$	509,709
												-				
Total Annual Cost	\$ 696,466	\$ 590,444	\$ 601,255	\$ 616,287	\$ 1	,330,407	\$ 648,643	\$	663,673	\$ (80,265	\$,111,292	\$ 714,704	\$	7,653,438

Maintenance	Cost	Data
-------------	------	------

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH .
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

nepections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						•
7						
8						
9						
10						
11		A SAME AND A SAME AND				
12						
One Time 1						
2	<u> </u>					

Component Overhaul	1	Overhaul Cost	Prem Removals	Frequency		L
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Life Limited Parts		 Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
	1 Yoke Assy	\$ 86,708		5000		
	2 Spindle	\$ 117,928		10000		
	3 Pitch Horn	\$ 16,820		10000		
	4 Retention Bolts & Fitting	\$ 25,908		5000		
	5 Damper Bridge 1	\$ 9,096		15000		
	6 Damper Bridge 2	\$ 7,564		10000		
	7 Pitch Link Tubes (4)	\$ 4,648		5000		
	8 Rod End B'ring (4)	\$ 10,060		5000		
	9 Swashplate Link	\$ 15,076		5000		
1	O Drive Hub Assy	\$ 5,286		10000		
1	1 Rephasing Lever (2)	\$ 25,196		5000		
1	2 Drive Link Assy	\$ 8,790		5000		
1	3 Swashplate Outer	\$ 11,780		10000		
1	4 Swashplate Support	\$ 9,796		5000		
1	5 Gimbal Ring & Collectiv	\$ 6,192		9000		
1	6 Collective Lever Assy	\$ 6,289		10000		
1	7 M/R Mast	\$ 23,642		10000		
1	8 Other 10000 Hr items	\$ 16,320		10000		
1	9 Lower Cone Seat & Con	\$ 18,651		10000		
2	0 T/R Drive Adapters (3)	\$ 6,272		5000		
2	1 T/R Yoke & Blades	\$ 25,190		5000		
2	2 Bracket Assy (2)	\$ 46,352		10000		
2	3 Misc 5000 Hr items	\$ 9,408		5000		
2	4					
2	5	 				
2	6					
2	7					
	8					
2	9					
3	0	 				

gine Restoral/Hea	avy N	faintenance		Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3							
	4							
	5		T					
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8							,
	9							
	10							

Maintenance Cost Data

Bell 412EP

Database Date:

			1	
	•			
		,		
•				
			·	

Cost Of Ownership Analysis

For:

DOE NVO RSL Add'I. Bell 412

6-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

Additional Bell 412 Future Fleet GOCO

Ops. O/H & G&A at 25% of labor and benefits

ANNUAL COST	SUMMARY			Version 4.0 Software C	opyright 2000	Annual Operating Cost Budget
DOE NVO RSL Add	l'I. Bell 412	Type of Operation:	Government			Annual Operating Cost Budget
						\$1,400,000
Make/Model:	Used	Bell 412EP	Date:	6-Jun-00		\$1,200,000
Program Length:	10	Years	Acquisition:	Purchase		\$1,000,000
Program Data:			Ta			\$800,000
Hrs/Year	300		Acquisition Cost + 5 Purchase Price	\$ 2,600,000	<u> </u>	
Cycles/Hour	1		State Sales Tax:	\$ 2,600,000	ļ	\$600,000
Residual Value	110		Spares + Tooling		 	
MX Labor Rate	\$ 58.00		Initial Training:			\$400,000
Fuel Cost	\$ 1.50		Trade-in/Other:	\$ -		
5, 0000	1.30	, une	Total	\$ 2,600,000		\$200,000
Airframe Status:	 		i otai	₹ 2,500,000		
Total Hours	3000		Lease/Finance Payme			\$0
Total Years	9		Finance Cost/Year			4
Total Cycles	3000		Final Payment	\$ -		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	3000			\$ -		Year
Ave Inflation:	2.50%	/Vanu	Lease Cost/Year	\$ -		
Ave milation.	2.50 /6	/ real	Insured Value:	 		
Life Cycle Cost Total	.l	Program Total		\$ -	0 4/04 887	
Life Oycle Cost Tota	T	Frogram Total	Cost/Year	Cost/Hour	Cost/St Mile	
Total Acquisition +	Salas Tay	\$ -				Annual Maintenance Cost
rotal Acquisition 1	Tales Tax	<u> </u>		 		
Total Direct Cost		\$ 3,441,932	\$ 344.193	4 117		\$1,000,000 r
Total Direct Cost		3,441,532	\$ 344,193	\$ 1,147	\$ 8.69	
Total Fixed Cost		\$ 2,644,726	A 204 470			\$900,000
Total Tixed Cost		2,044,720	\$ 264,473			#200 000
Residual Value	 	\$ -				\$800,000
residual Value	 	-				\$700,000
Total Finance/Lease	C4					
TOTAL FINANCE/Lease	Cost	\$ -	\$ -			\$600,000
Ops + Admin Overl		¢ 1,001,040	4 400 151			\$500,000
Ops + Admin Overi	lead	\$ 1,021,043	\$ 102,104			4000,000
Total Cost:	 	4 7 107 704				\$400,000
	V 4	\$ 7,107,701	\$ 710,770	\$ 2,369	\$ 17.95	
Annual Budget:	Year 1	\$ 538,815		\$ -		\$300,000
No Depreciation)	Year 2	\$ 551,236		\$ -		\$200,000
	Year 3	\$ 565,017		\$ -		\
	Year 4	\$ 1,260,814		\$ -		\$100,000
	Year 5	\$ 593,621		\$ -		\
	Year 6	\$ 609,619		\$ -		\$0 +
	Year 7	\$ 1,017,744		\$ -		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$ 639,265		\$ -		
	Year 9	\$ 655,247		\$ -		
	Year 10	\$ 676,323	Vaer 20	\$ -		

ANNUAL COST

(Page 1)

6-Jun-00

65,864 \$

25,273 \$

Total Annual Cost \$ 538,815 \$

(Page 2)

DOE NVO RSL Add'i. Bell 412

Government

Make/Model:

Used

Bell 412EP

Acquisition: Purchase

300 Hours/Year

Aircraft Value:

Operations Overhead

Administrative Overhead (G&A)

Residual Value: \$

Variable Cost Year		. 1		2	Г	3	Т	4	т-	Б		6		7	-	8	1	9		10	_	Total
Fuel	\$	45,000	ŝ	46,125	s		s		\$	49,672	\$	50,913	\$	52,186	\$	53,491	\$		ŝ	56,199	\$	504,152
Fuel Additives	\$	40,000	\$	40,120	ŝ	47,270	ŝ		\$	48,0/2	3	60,813	\$	02,100	\$	63,491	\$	04,828	9	56,199	Ś	604,162
Maint Labor	\$	98.235	\$	100,691	+	103,208	\$		+-	108.433	*	111,144	\$	113,922	-	116,771		119.690		22.682		1.100.564
Parts	\$	59,607	ŝ	61,097	\$		\$	<u>-</u>	Ś	65,795	ŝ	67,440	ŝ	69,126	-		_		_			
Inspections	\$	7,571	\$		Ŝ		\$		\$		ŝ	8,565	·			70,854	_	72,625		74,441	\$	667,800
Engine Restoral	\$	7,671	\$	6,711	Š	6,879	\$		\$	7,227	\$	8,000	\$	10,203	\$	7,783	\$	7,977		12,872	\$	82,840
Engine Guaranteed Mx Plan	\$		\$	·	\$	<u> </u>	\$		\$		ŝ	-	\$		\$	-	\$		\$	-	\$	681,672
Avionics Guaranteed Mx Plan	\$	<u>-</u>	\$		ŝ	.	s	-	\$		ŝ		\$	-	\$	-	\$		\$	-	\$	
Component Overhaul (All)	ŝ		\$		\$	 -	ŝ		\$		\$		\$	128,150			<u> </u>	-	\$			
Life Limited Components (All)	Ś		\$		\$		ŝ		\$	<u>-</u>	\$	-			\$	-	\$				\$	128,150
Other Services	-			-	1 8	<u>-</u>	3	<u>-</u>	*		5		\$	263,311	\$		\$		\$		\$	263,311
The second secon	s	1 000	-	4 000	-	4 004			١.	4 005	-	4.000	_		-		 -		_		\$	
Flight Hour Cost	+	1,200	\$	1,230	\$	1,261	\$		\$	1,325	\$	1,358	\$	1,392	\$	1,426	\$	1,462	\$	1,499	\$	13,444
Fixed Cost	\$		\$		\$		\$		\$		\$	•	\$	•	\$		\$	•	\$	•	\$	-
Landing/Parking Fees	\$	•	\$	<u>-</u>	\$		\$		\$		\$		\$	<u>:</u>	\$		\$	-	\$		\$	
Crew Expenses	\$		\$	-	\$		\$		\$	<u>-</u>	\$		\$	-	\$	-	\$		\$		\$	
Small Supplies	\$		\$	-	\$	<u>-</u>	\$		\$		\$		\$		\$		\$	•	\$		\$	
	+-				l-		ļ.		<u> </u>				_		_						ļ_	
Total Variable Cost	\$	211,613	\$	215,854	\$	221,251	\$	908,464	\$:	232,451	\$	239,420	\$	638,290	\$ 2	260,326	\$	256,583	\$ 2	267,692	\$3	3,441,932
G. 15	_				-						_				_		_					
Fixed Cost Year	ļ	1		2	┡	3	┡	4	├	5	_	6	_	7		8	<u> </u>	9		10		Total
Salaries	 .				Ļ.		ļ.		L.				_		_		_					
Pilot/Flight Crew	\$	98,288	\$	100,745		103,264	\$			08,492		111,204		113,984		16,834		119,764	-	22,748		,101,158
Maintenance Technicians	\$	62,072	\$	63,624	÷	65,214	\$	66,845		68,516	\$	70,229	\$	71,984		73,784		75,629		77,519	\$	695,416
Other	\$		\$		\$	<u>-</u>	\$	-	\$		\$		\$	-	\$		\$		\$		\$	-
Benefits	\$	40,090	\$	41,092	_	42,120	\$	43,173		44,252	\$	46,368	\$	46,492		47,664	\$	48,846		50,067	\$	449,144
Hangar	\$		\$		\$		\$	<u> </u>	\$		\$		\$		\$	-	\$	-	\$	-	\$	-
Insurance	_								<u> </u>													
Hull	\$		\$	-	\$	-	\$	-	\$		\$		\$		\$	-	\$	-	\$		\$	
Liability	\$	9,750	\$	9,994	\$	10,244	\$	10,500	\$	10,762	\$	11,031	\$	11,307	\$	11,590	\$	11,879	\$	12,176	\$	109,233
Miscellaneous	L.				L		_															
Training Pilot/Maint	\$	25,000	\$	25,625	\$	26,266	\$	26,922	\$	27,595	\$	28,285	\$	28,992	\$	29,717	\$	30,460	\$	31,222	\$	280,085
Management Fee	\$		\$	-	\$		\$	-	\$		\$	-	\$		\$	-	\$		\$	-	\$	
Brokerage Fee	\$		\$		\$	•	\$		\$	· ·	\$	-	\$		\$	-	\$	-	\$	-	\$	-
New Int/Paint/Avionics	\$		\$		\$	-	\$	-	\$	-	\$	-	\$		\$		\$	-	\$		\$	
Modernization	\$		\$	•	\$	-	\$		\$	-	\$	·	\$		\$		\$		\$		\$	-
Nav/Weather Services	\$	865	\$	887	\$	909	\$	932	\$	966	\$	979	\$	1,003	\$	1,028	\$	1,054	\$	1,080	\$	9,691
Comp Maint Service	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Refurbishing	\$	-	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	- 1
Other	\$	-	\$		\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-
Total Fixed Cost	\$	236,065	\$	241,967	\$	248,016	\$	254,216	\$ 2	60,572	\$	267,086	\$	273,763	\$ 2	80,607	\$ 2	87,622	\$2	94,813	\$2	,644,726
							_															
Finance/Lease Cost	\$	- T	\$	-	\$		\$	•	\$	- [\$	-	\$	-	\$	1	\$	-	\$	-	\$	-
Aircraft Cash Payment/Resale	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	- 1	\$	
Final Payment/Loan Payoff	\$		\$	-	\$		\$		\$		\$	-1	\$		\$		\$		\$		\$	

67,511 \$ 69,198 \$ 70,928 \$ 72,702 \$ 74,519 \$ 76,382 \$ 78,292 \$ 80,249 \$ 82,255 \$ 737,900

26,806 \$ 26,652 \$ 27,216 \$ 27,897 \$ 28,694 \$ 29,309 \$ 30,042 \$ 30,793 \$ 31,563 \$ 283,143

551,236 \$ 566,017 \$1,260,814 \$593,621 \$ 609,619 \$1,017,744 \$639,265 \$655,247 \$676,323 \$7,107,701

Maintenance Cost Dat	st Data	Cost	enance	Main
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Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance	Plane				
Engine:	No	Avionics:	No	APU:	No

nepections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	300 Hour	\$ 1,944		300		0.5
2	600 Hour	\$ 4,604		600		1
3	3000 Hour	\$ 1,023		3000		5
4	M/R Hub	\$ 2,251		2500		
5	Xmsn/Mast	\$ 3,759		3000		
6						
7						•
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
<u> </u>	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	Int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	 (Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
2	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
4	Retention Bolts & Fitting	\$ 25,908		5000		
5	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
8	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000		
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
17	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24						
25						
26						
27						
28		 				
29		 				
30						

ngine Restoral/Hea	vy N	laintenance	1	otal Cost	Prem Removals	Frequency		
		Name:	1 (Current \$)	/1000 HR	Hours	Сусіев	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3							
	4							
	5							
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impeller	\$	43,846			29000	
	5	PT Disk	\$	26,313			14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8		Ţ					
	9							
	10		I					

Maintenance Cost Data

Bell 412EP

Database Date:



Cost Of Ownership Analysis

For:

DOE NVO RSL Add'I. Bell 412

6-Jun-00

Aircraft:

Bell 412EP

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

Additional Bell 412 Future Fleet GOGO

G&A at 12% of labor and benefits

ANNUAL COST S	SUMMARY					Version	1 4.0 Software C	opyright 20	700		Annual Operating Cost Budget
DOE NVO RSL Add	'i. Bell 412	Туре	of Operation:	Governm	ent					\$1,400,000	
Make/Model:	Used	Bell 41	2EP	Date:		6	3-Jun-00			\$1,200,000	
Program Length:	10	Years	•	Acquisition	on:	Purch	lase			\$1,000,000 -	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
										\$800,000	The second of th
Program Data:				Acquisition	on Cost + S	ales T	ax:	1		4000,000	
Hrs/Year	300				ase Price	\$	2,600,000			\$600,000	
Cycles/Hour	1			State	Sales Tax:	\$	<u> </u>			\$ \$000,000	
Residual Value	110			Spares	s + Tooling:	\$	-			\$400,000	lou ou valida a i tova a lou o lou
MX Labor Rate	\$ 58.00			Initial	Training:	\$	_			\$400,000	
Fuel Cost	\$ 1.50	/GAL		+	in/Other:	\$	-			\$200,000 -	
				Total		\$	2,600,000			\$200,000 -	• \
Airframe Status:	ļ									***	
Total Hours	3000			+	ance Payme					\$0 -	
Total Years	9	ļ			Cost/Year	\$	-				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	3000			Final Pa		\$		ļ			Year
				Lease C	ost/Year	\$	-	<u> </u>			
Ave Inflation:	2.50%	/Year		<u> </u>				 		-	
111 0 1 0	<u> </u>		 	Insured V		\$	-			-	
Life Cycle Cost Tota	1:	Pro	gram Total	Cos	t/Year	<u> </u>	ost/Hour	Cost/S	St Mile		
Total Acquisition +	Sales Tax	\$									Annual Maintenance Cost
Total Direct Cost		\$	3,485,950	\$	348,595	\$	1,162	\$	8.80	\$1,000,000	
	ļ							ļ		\$900,000 -	
Total Fixed Cost		\$ -	2,734,555	\$	273,456					6900.000	In the Note of the Internal Control of the Internal Co
<u> </u>								ļ		\$800,000 -	
Residual Value		\$	-					<u> </u>		\$700,000	
T-A-I El		\$						-		****	
Total Finance/Lease	Cost	>	-	\$	-			ļ		\$600,000	A A A A A A A A A A A A A A A A A A A
O ! Ad:- O		\$	1,277,118		107 710			<u> </u>		\$500,000 -	
Ops + Admin Overh	lead	*	1,2//,118	-	127,712			 			
Total Cost:		\$	7,497,623	s	749.762	\$	2,499	s	18.93	\$400,000 -	
Annual Budget:	Year 1	\$	573,619		143,102	\$	2,499	7	10.53	\$300,000 -	
(No Depreciation)	Year 2	\$	586,910			\$	<u> </u>	 			
(140 Debiedarion)	Year 3	\$	601,583			\$		 		\$200,000 -	
	Year 4	\$		Year 14		\$		 		\$100,000 -	
	1 Cal -			Year 15		\$		 		\$ 100,000 -	
	Year 5	\$.	632 038			Ψ.		L		- 60	
	Year 5 Year 6	\$				\$	-		1	\$0 -	
	Year 6	\$	648,997	Year 16	-	\$. \$0 -	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 6 Year 7	\$	648,997 1,058,106	Year 16 Year 17		\$. \$0 -	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 6	\$	648,997	Year 16 Year 17 Year 18						. \$0 -	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

ANNUAL COST

DOE NVO RSL Add'I. Bell 412

(Page 1)

6-Jun-00

Government

Make/Model:

Used

ed Bell 412EP

Acquisition: Purchase

300 Hours/Year

(Page 2)

Aircraft Value:

\$

lesidual Value:

Variable Cost Ye		1				3	·		Γ	5	·	6	ı	7		8	Γ	0		10		Total
	╩┼╌		-	40.405	┢		-	40.400	-		-		-	50.400		-	-		-		-	
Fuel	. \$	45,000	\$	46,125	Ş	47,278	\$	48,460	\$	49,672	ş	50,913	5	52,186	Ş	53,491	\$_	54,828	\$	56,199	\$	604,162
Fuel Additives	\$	-	\$	-	\$		\$		\$		\$	-	\$	•	\$		\$		\$	-	\$	-
Maint Labor	\$	102,164	\$	104,718	\$	107,336	\$	110,019	\$	112,770	\$	115,589	\$	118,479	\$1	21,441	\$ 1	24,477	\$ 1	27,589	\$	1,144,582
Parts	\$	59,607	\$	61,097	\$	62,625	\$	64,190	\$	65,795	\$	67,440	\$	69,126	\$	70,864	\$	72,625	\$	74,441	\$	667,800
Inspections	\$	7,571	\$	6,711	\$	6,879	\$	7,061	\$	7,227	\$	8,565	\$	10,203	\$	7,783	\$	7,977	\$	12,872	\$	82,840
Engine Restoral	\$	-	\$	-	\$	-	\$	681,672	\$	-	\$		\$	-	\$	•	\$	-	\$	-	\$	681,672
Engine Guaranteed Mx Plan	\$	-	\$	-	\$	-	\$	-	\$	-	\$	•	\$		\$	•	\$	-	\$		\$	-
Avionics Guaranteed Mx Plan	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Component Overhaul (All)	\$	-	\$		\$	-	\$		\$	-	\$	•	\$	128,160	\$	-	\$		\$		\$	128,150
Life Limited Components (All)	\$	-	\$	-	\$	•	\$	-	\$		\$	-	\$	263,311	\$	-	\$	-	\$	-	\$	263,311
Other Services																					\$	-
Flight Hour Cost	\$	1,200	\$	1,230	\$	1,261	\$	1,292	\$	1,325	\$	1,358	\$	1,392	\$	1,426	\$	1,462	\$	1,499	\$	13,444
Fixed Cost	\$	-	\$	-	\$	-	\$		\$	-	\$	+	\$	-	\$		\$		\$	-	\$	-
Landing/Parking Fees	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$		\$	•	\$	-	\$	-
Crew Expenses	\$	-	\$	-	\$	-	\$	-	\$	-	\$	•	\$	-	\$		\$	•	\$	-	\$	-
Small Supplies	\$		\$	-	\$		\$		\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	
											L_											
Total Variable Co	t \$	215,542	\$	219,881	\$.	225,378	\$	912,685	\$	236,788	\$	243,865	\$	642,846	\$2	64,996	\$2	61,370	\$2	72,599	\$	3,485,950

Fixed Cost Year	Г	1		2	3	Γ.	4	T	6		6		7	Γ	8	Π	9		10	Total
Salaries	Γ					<u> </u>		Г								Π		Γ		
Pilot/Flight Crew	\$	98,288	\$	100,745	\$ 103,264	\$	105,845	\$ 1	08,492	\$	111,204	\$	113,984	\$	116,834	\$	119,754	\$	22,748	\$ 1,101,158
Maintenance Technicians	\$	62,072	\$	63,624	\$ 65,214	\$	66,845	\$	68,516	\$	70,229	\$	71,984	\$	73,784	\$	75,629	\$	77,519	\$ 695,416
Other	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$		\$	•	\$	•	\$		\$ -
Benefits	\$	48,108	\$	49,311	\$ 50,543	\$	61,807	\$	53,102	\$	54,430	\$	66,791	\$	67,186	\$	58,615	\$	60,080	\$ 638,972
Hangar	\$	-	\$	-	\$ •	\$		\$	-	\$		\$	•	\$	•	\$	-	\$	-	\$ -
Insurance												-								\$ -
Hull	\$	<u> </u>	\$	-	\$ -	\$	-	\$		\$	-	\$		\$	-	\$	-	\$	-	\$
Liability	\$	9,750	\$	9,994	\$ 10,244	\$	10,500	\$	10,762	\$	11,031	\$	11,307	\$	11,690	\$	11,879	\$	12,176	\$ 109,233
Miscellaneous	L		·			_		<u> </u>												\$ -
Training Pilot/Maint	\$	25,000	\$	25,625	\$ 26,266	\$	26,922	\$	27,595	\$	28,285	\$	28,992	\$	29,717	\$	30,460	\$	31,222	\$ 280,085
Management Fee	\$	-	\$		\$ -	\$	-	\$	-	\$		\$		45		\$		\$		\$
Brokerage Fee	\$		\$		\$ -	\$	-	\$	-	\$	-	\$		\$		\$	-	\$		\$
New Int/Paint/Avionics	\$	-	\$	-	\$ 	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$		\$ -
Modernization	\$		\$		\$	\$	-	\$	-	*	-	\$		\$	-	\$	-	\$	-	\$ -
Nav/Weather Services	\$	865	\$	887	\$ 909	\$	932	\$	955	45	979	\$	1,003	\$	1,028	\$	1,054	\$	1,080	\$ 9,691
Comp Maint Service	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$		\$	-	\$	-	*	-	\$
Refurbishing	\$	-	\$	-	\$	\$	-	\$	-	\$	-	\$		\$	-	\$		\$		\$ -
Other	\$	-	\$		\$ •	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$ -
																				\$ -
Total Fixed Cost	\$	244,083	\$	250,185	\$ 256,440	\$	262,861	\$ 2	69,422	\$	276,158	\$	283,061	\$	290,138	\$.	297,391	\$:	04,826	\$ 2,734,555
																				\$
Finance/Lease Cost	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$		\$	-	\$		\$		\$
Aircraft Cash Payment/Resale	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	-	\$
Final Payment/Loan Payoff	\$	-	\$	•	\$	\$		\$	-	\$	-	\$	-	\$		\$		\$		\$
Operations Overhead	\$	68,498	\$	70,210	\$ 71,966	\$	73,765	\$	75,609	\$	77,499	\$	79,437	\$	81,423	\$	83,458	\$	85,646	\$ 767,409
Administrative Overhead (G&A)	\$	45,496	\$	46,633	\$ 47,799	\$	48,994	\$	50,219	\$	61,476	\$	52,761	\$	54,080	\$	66,432	\$	56,818	\$ 509,709
Total Annual Cost	\$	673,619	\$	686,910	\$ 601,583	\$ 1	,298,294	\$6	32,038	\$	648,997	\$1	,058,106	\$ (380,636	\$ (97,652	\$ 7	19,788	\$ 7,497,624

Maintenance Cost Data

Bell 412EP

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.90	MH/FH	Airframe:	\$ 149.08	/FH
Engine:	0.40		Engine:	\$ 16.15	
Avionics:	0.30		Avionics:	\$ 21.54	

Guaranteed Maintenance					
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	300 Hour	\$ 1,944		300		0.5
	2 600 Hour	\$ 4,604	T	600		1
	3 3000 Hour	\$ 1,023		3000		5
	M/R Hub	\$ 2,251		2500		
	Xmsn/Mast	\$ 3,759		3000		
(3					
	7					
	3					
	9					, , ,
10)					
1						
1:	2					
One Time						
	2					

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Mast Ass'y	\$ 8,358		5000		
2	Swashplate	\$ 8,090		2500		
3	Scissors/Hub	\$ 11,096		2500		
4	Transmission	\$ 39,891		5000		
5	Shaft H'ger	\$ 2,450		5000		
6	int G'box	\$ 11,045		5000		
7	T/R G'box	\$ 9,588		5000		
8	T/R Hub	\$ 2,445		2500		
9	Rotor Brake Quill	\$ 3,660		5000		
10	Hydr Act (3)	\$ 13,881		2500		
11						
12						
13				•		
14						
15						
16						I
17						
18						
19						
20						

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name;	 (Current \$)	/1000 HR	Hours	Cycles	Years
1	Yoke Assy	\$ 86,708		5000		
2	Spindle	\$ 117,928		10000		
3	Pitch Horn	\$ 16,820		10000		
4	Retention Bolts & Fitting	\$ 25,908		5000		
5	Damper Bridge 1	\$ 9,096		15000		
6	Damper Bridge 2	\$ 7,564		10000		
7	Pitch Link Tubes (4)	\$ 4,648		5000		
8	Rod End B'ring (4)	\$ 10,060		5000		
9	Swashplate Link	\$ 15,076		5000		
10	Drive Hub Assy	\$ 5,286		10000		
11	Rephasing Lever (2)	\$ 25,196		5000		
12	Drive Link Assy	\$ 8,790		5000		
13	Swashplate Outer	\$ 11,780		10000	·	
14	Swashplate Support	\$ 9,796		5000		
15	Gimbal Ring & Collectiv	\$ 6,192		9000		
16	Collective Lever Assy	\$ 6,289		10000		
. 17	M/R Mast	\$ 23,642		10000		
18	Other 10000 Hr items	\$ 16,320		10000		
19	Lower Cone Seat & Con	\$ 18,651		10000		
20	T/R Drive Adapters (3)	\$ 6,272		5000		
21	T/R Yoke & Blades	\$ 25,190		5000		
22	Bracket Assy (2)	\$ 46,352		10000		
23	Misc 5000 Hr items	\$ 9,408		5000		
24						
25						
26		 				
27		 				
28		 				
29						
30		 				

ngine Restoral/Hea	avy N	faintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	Overhaul	\$	242,000		4000		
	2	Comb Gearbox (1/2)	\$	74,500		4000		
	3		1					
	4							
	5		T					
Replacement	1	Compressor Hub	\$	22,406			36667	
	2	Comp Disk, 2nd Stage	\$	6,521			29000	
	3	Comp Disk, 3d Stage	\$	7,123			29000	
	4	Impelier	\$	43,846			29000	
	5	PT Disk	\$	26,313	-		14250	
	6	CT Disk	\$	34,814			8000	
	7							
	8							
	9		<u> </u>					
	10							

Maintenance Cost Data

Bell 412EP

Database Date:

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			ı
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•			
		•	
	•		
			•

Cost Of Ownership Analysis

For:

DOE NVO RSL PC-12

6-Jun-00

Aircraft:

PC-12

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

Fixed wing replacement, Pilatus PC-12 GOGO

G&A at 12% of labor and benefits

ANNUAL COST	SUMMARY			Version 4.0 Software Co	ppyright 2000		Annual Operating Cost Budget
DOE NVO RSL PC-	12	Type of Operation:	Government			\$700,000 -	
Make/Model:	Used	PC-12	Date:	6-Jun-00		\$600,000	
Program Length:	10	Years	Acquisition:	Purchase		\$500,000	
Program Data:	1	r	Acquisition Cost + S	Salaa Taus	I	\$400,000 -	
Hrs/Year	250		Purchase Price	\$ 2,435,000			
Cycles/Hour	1		State Sales Tax:	\$ -		\$300,000 -	
Residual Value	130	0/2	Spares + Tooling:			-	
MX Labor Rate	 	/MH	Initial Training:	\$ -		\$200,000 -	
Fuel Cost	1	/GAL	Trade-in/Other:	\$ -		-	
Tuel Cost	7.50	JOAL	Total	\$ 2,435,000		\$100,000 -	
Airframe Status:			TOTAL	2,433,000			
Total Hours	2000		Lease/Finance Payme	nte:		\$0 -	
Total Years	4		Finance Cost/Year	\$		1	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	2000		Final Payment	\$ -			
rotal Cycles	2000		Lease Cost/Year	\$ -			Үеаг
Ave Inflation:	2.50%	/Year	Lease Cost/ real	-			
Ave illiation.	2.50 /6	/ I Cal	Insured Value:	\$ -		1	
Life Cycle Cost Tota	-l-	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	1	
Life Oyole Cost Tota	<u></u>	Trogram rotal	OUST, TEAL	003471100.	COST/OT IMME		Annual Maintenance Cost
Total Acquisition +	Sales Tay	\$ -		 		1	Antidal Maniteriance 00st
Total Modulottion 1	Duico Tux				· · · · · · · · · · · · · · · · · · ·		
Total Direct Cost		\$ 1,010,496	\$ 101,050	\$ 404	\$ 1.66	\$250,000	
			ļ <u></u>				
Total Fixed Cost		\$ 3,146,967	\$ 314,697			\$200,000 -	
						\$200,000 -	
Residual Value		\$ -					
	<u> </u>						
Total Finance/Lease	Cost	\$ -	\$ -			\$150,000 -	
	<u> L. </u>						
Ops + Admin Overl	nead	\$ 1,111,320	\$ 111,132				
						\$100,000 -	A
Total Cost:		\$ 5,268,783	\$ 526,879	\$ 2,108	\$ 8.64		
Annual Budget:	Year 1	\$ 449,737		\$ -			
(No Depreciation)	Year 2		Year 12	\$ -		\$50,000	
	Year 3	\$ 472,505	Year 13	\$ -		*,0	
······································	Year 4	\$ 650,375	Year 14	\$ -			
	Year 5		Year 15	\$ -		\$0	
	Year 6	\$ 510,534	Year 16	\$ -		, , , , , , , , , , , , , , , , , , ,	4 0 0 4 5 0 7 0 0 40 44 40 40 44 45 40 47 47
	Year 7		Year 17	\$ -			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$ 541,966		\$ -			
	Year 9	\$ 547,961		\$ -			
	Year 10	\$ 611,615	Year 20	\$ -			

ANNUAL COST

(Page 1)

6-Jun-00

PC-12

DOE NVO RSL PC-12

Government

Make/Model:

Used

Acquisition: Purchase

250 Hours/Year

(Page 2)

Aircraft Value: \$ -			Resid	dual Value:	\$	-										
Variable Cost Year	T	1		2	Γ	3	4	6	Π	6	7	8	9	10	Tota	ı
Fuel	\$	20,625	\$	21,141	\$	21,669	\$ 22,211	\$ 22,766	\$	23,335	\$ 23,919	\$ 24,617	\$ 25,130	\$ 25,758	\$ 231,	070
Fuel Additives	\$		\$	-	\$	-	\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$	-
Maint Labor	\$	35,038	\$	35,914	\$	36,812	\$ 37,732	\$ 38,675	\$	39,642	\$ 40,633	\$ 41,649	\$ 42,690	\$ 43,758	\$ 392,	544
Perts	\$	13,986	\$	14,335	\$	14,693	\$ 15.060	\$ 15,437	\$	16,823	\$ 16,218	\$ 16,624	\$ 17,039	\$ 17,465	\$ 158,	
Inspections	\$		Ś		\$		\$ -	\$ -	ŝ		\$ -	\$ -	\$ -	\$ -	\$	
Engine Restoral	s		\$	•	\$		\$159,380	\$ -	\$	-	\$ -	\$ -	s -	\$ 43,710	\$ 203,	090
Engine Guaranteed Mx Plan	s		\$		\$		\$ -	\$ -	ŝ	-	\$ -	\$ -	\$ -	\$ -	\$	
Avionics Guaranteed Mx Plan	ŝ	-	ŝ	-	\$		\$ -	\$ -	ŝ	-	\$ -	\$ -	\$ -	\$ -	\$	
Component Overhaul (All)	s	•	ŝ	5,126	\$		\$ 6,677	\$ -	\$		\$ -	\$ 7,370	\$.	\$ 6,244		416
Life Limited Components (All)	s		\$		\$		\$ -	\$ -	\$	1.697	\$ -	\$	\$.	\$ -		697
Other Services	Ė		Ė		† -		-7		Ė	.,					\$	-
Flight Hour Cost	Ś	-	ŝ	-	\$		\$ -	\$ -	ŝ		\$ -	\$ -	\$ -	\$ -	\$	
Fixed Cost	\$		\$	-	\$		ŝ -	\$ -	Ś	-	\$ -	\$ -	s -	\$ -	\$	_
Landing/Parking Fees	ŝ		ŝ		\$		s -	ś -	s		\$.	s -	\$ -	\$ -		-
Crew Expenses	\$		\$		\$		\$ -	\$.	Š		\$.	\$.	\$ -	\$ -	\$	-
Small Supplies	\$		Š		\$:	\$ -	\$ -	ŝ	- :	\$.	s -	ś .	ŝ -	ŝ	
orrian Supplies	 ▼		- -		<u> </u>			•	۲		-	<u> </u>	<u> </u>	<u> </u>		
Total Variable Cost	s	69,648	8	76.514	\$	73.174	\$241.060	\$ 76,878	\$	80,497	\$ 80,770	\$ 90.159	\$ 84,869	4138 935	\$1.010.	108
Total Valiable Cost	17	03,040	<u> </u>	70,014	<u> </u>	70,174	¥241,000	1 7 70,070	, •	00,407	4 00,770	4 30,103	4 04,000	V 130,030	V1,010,	730
Fixed Cost Year		1		2		3	4	6		6	7	8	9	10	Tota	d
Salaries																·
Pilot/Flight Crew	\$	147,432	\$	151,118	\$	154,896	\$168,768	\$162,737	\$	166,806	\$170,976	\$175,250	\$179,632	\$184,122	\$1,651,	737
Maintenance Technicians	\$	61,726	\$	53,019	\$	54,345	\$ 55,703	\$ 57,096	\$	58,523	\$ 59,986	\$ 61,486	\$ 63,023	\$ 64,599	\$ 679,	506
Other	\$		\$	•	\$		\$ -	\$ -	\$	-	\$	\$ -	\$ -	\$ -	\$	-
Benefits	\$	59,747	\$	61,241	\$	62,772	\$ 64,341	\$ 65.950	\$	67,599	\$ 69,289	\$ 71,021	\$ 72,796	\$ 74,616	\$ 669,	373
Hangar	\$	-	\$	-	\$		\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$	-
Insurance	1		<u> </u>		Ė				1						\$	-
Huli	\$	-	\$		ŝ	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$.	\$ -	\$	-
Liability	\$	10,400	\$	10.660	\$	10,927	\$ 11,200	\$ 11,480	8	11,767	\$ 12,061	\$ 12,362	\$ 12,671	\$ 12,988	\$ 116,	615
Miscellaneous	Ė	,	i –				·		† <u> </u>						ŝ	-
Training Pilot/Maint	\$	8,300	\$	8,508	\$	8,720	\$ 8,938	\$ 9,162	\$	9,391	\$ 9,625	\$ 9,866	\$ 10,113	\$ 10,366	\$ 92.	988
Management Fee	\$.,	\$		\$		\$.	\$.	\$		\$ -	\$ -	\$ -	\$ -	\$	-
Brokerage Fee	Ś		ŝ		ŝ		\$ -	\$ -	\$		\$ -	<u>\$</u> -	\$ -	\$ -	ŝ	
New Int/Paint/Avionics	\$		ŝ		\$		\$.	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$	
Modernization	\$		ŝ		Š	-	\$ -	\$ -	\$		\$ -	\$ -	\$ -	s -	\$	
Nav/Weather Services	Ś	3,289	s	3,371	\$	3,456	\$ 3,542	\$ 3,630	\$	3.721	\$ 3,814	\$ 3.910	\$ 4.007	\$ 4,108	<u> </u>	848
Comp Maint Service	\$	5,200	\$	- 0,071	\$		\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$	
Refurbishing	\$		ŝ		\$		\$ ·	\$ -	Ś		\$ -	\$ -	\$.	\$ -	\$	— <u>:</u>
Other .	Ś		\$		\$		\$ -	\$.	\$		\$.	\$.	\$ -	\$ -	\$	<u>-</u>
Oulei .	-		-		-		·*····	 	۲		· · · · · ·		·	-		
Total Fixed Cost	ŝ	280,894	\$	287,917	Ś	295,115	\$302 493	\$310,055	\$	317.808	\$325,761	\$333,895	\$342.243	\$350.799	\$3,146,	967
1 Total Fixed Cost	-	230,034		207,017	*	200,110	4 JUZ,403	7310,088	1 4	0.7,000	4320,731	+330,036	7 372,243	+300,735	\$ 3,140,	-
Finance/Lease Cost	\$		\$	-	\$		\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$	<u>-</u>
Aircraft Cash Payment/Resale	\$		\$	-	\$		\$ -	\$	\$		\$ -	\$ -	s	\$ -	\$	<u>-</u> -
	\$	- 1	\$		\$		\$ ·	\$	Ś		\$ -	\$ -	\$ -	· ·	. <u>v</u>	
Final Payment/Loan Payoff	\$	57,073	\$	68,600	\$	59,962	<u> </u>	\$ 62,998	\$	64,673	\$ 66,187	\$ 67,842	\$ 69,538	\$ 71,276	\$ C20	411
Operations Overhead	\$	42,122	\$	43,175	\$	44,254	\$ 61,461 \$ 45,361	\$ 46,496	\$	47,657	\$ 48,849	\$ 67,842	\$ 69,638	\$ 62,606	\$ 639, \$ 471,	-
Administrative Overhead (G&A)	¥	42,122	Ş	43,1/6	3	44,204	9 40,361	ə 40,49b	*	47,007	3 45,549	₹ BU,U/U	9 01,322	סע,סט6 פּ	7 4/1,	909
Total Annual Cost		440 727		466 100		472 EOE	¢ 650 275	6 406 426		E10 E24	6E21 EE0	\$541,966	6E47 061	\$611,615	\$5,268,	702
Iotal Annual Cost		448,/3/	•	400,106	7	4/2,000	4 DDU,3/6	+450,426	1.3	010,034	4021,008	4041,800	4047,801	4011,010	₹0,208,	/03

Maintenance Co	ost Data
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PC-12

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	0.87	MH/FH	Airframe:	\$ 90.51	/FH
Engine:	0.20		Engine:	\$ 8.50	
Avionics:	0.00		Avionics:	\$	

Guaranteed Maintenance	Plane				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)		Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7						
8	and the second of the second o					
9						
10						
11			,			
12						
One Time 1						
2						

Component Overhaul		Ove	rhaul Cost	Prem Removals	Frequency		
	Name:	(C	urrent \$)	/1000 HR	Hours	Cycles	Years
1	Starter/Gen	\$	1,200		1000		
2	Propeller (Estimate)	\$	5,000		4000		6
3	Cold Air Unit (Estimate)	\$	4,000		6000		
4	Heat Exchanger (Est.)	\$	4,000		6000		
5	Trim Actuator (Est.)	\$	2,500		6000		
6	Flap Drive & Actuators (\$	5,000		4500		
7	Overspeed Governor (Es	\$	5,000		3000		
8							
9							
10							
11						, , , , , ,	
12							
13							
14							
15							
16							-
17							
18							
19							
20							

Life Limited Parts		Parts Cost	Prem Removals	Frequency		İ
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Engine Shock Mounts (E	\$ 1,500		3500		
2	Hydraulic Power Pack (E	\$ 15,000		20000		
3						
4						
5						
6				***		
7						
8				- h-1/mil		
9						
10						
11		***				
12						
13					-	
14						
15						
16					<u> </u>	
17						
18						
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21				7747.1		
22						
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24						
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27						
28						
29						***************************************
30						
30					l	

ngine Restoral/Hea	vy N	/laintenance	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	H.S.I	\$ 35,000		1500		
	2	Overhaul	\$ 148,000		3000		
	3				-		
	4						
	5						
Replacement	1		 · · · · · · · · · · · · · · · · · · ·				
	2		 				
	3		 				
	4		 				
	5						
	6		 				
	7		 				
- 400-1-	8						
	9		 				
	10		 				

Maintenance Cost Data

PC-12

Database Date:

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		·					
			-				

Cost Of Ownership Analysis

For:

DOE NVO RSL PC-12

6-Jun-00

Aircraft:

PC-12

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

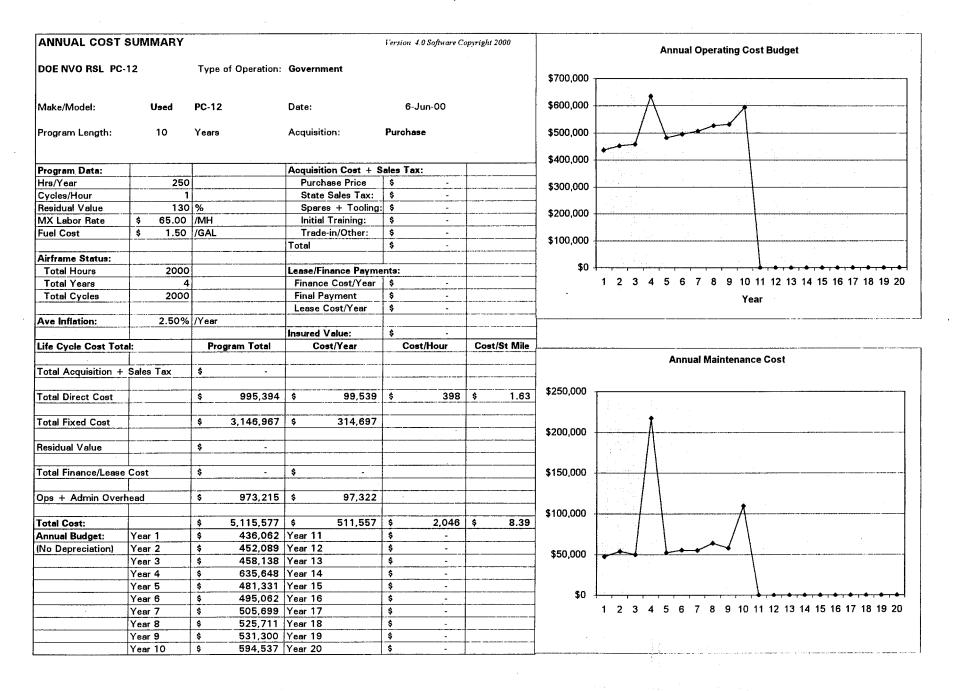
Base of operation:

__

Notes:

Fixed wing replacement, Pilatus PC-12

Ops. O/H & G&A at 25% of labor and benefits



ANNUAL COST

(Page 1)

6-Jun-00

PC-12

DOE NVO RSL PC-12

Government

Make/Model:

Used

Acquisition: Purchase

250 Hours/Year

(Page 2)

Aircraft Value:

é

esidual Value:

Fuel # \$ 20,625 \$ 21,141 \$ 21,669 \$ 22,211 \$ 22,766 \$ 23,335 \$ 23,919 \$ 24,517 \$ 25,130 \$ 25,768 \$ 25, 50 \$ 1 4,040 \$ 3 30,690 \$ 34,532 \$ 35,396 \$ 36,280 \$ 37,187 \$ 38,117 \$ 39,070 \$ 40,047 \$ 41,048 \$ 42,074 \$ 37,000 \$ 25,768 \$ 25,000 \$ 14,040 \$ 14,048 \$ 42,074 \$ 37,000 \$ 25,000 \$ 14,040 \$ 14,048 \$ 24,074 \$ 37,000 \$ 20,000 \$ 15,437 \$ 15,823 \$ 16,218 \$ 16,624 \$ 17,039 \$ 17,465 \$ 18,000 \$ 15,437 \$ 15,823 \$ 16,218 \$ 16,624 \$ 17,039 \$ 17,465 \$ 18,000 \$ 15,437 \$ 16,233 \$ 16,218 \$ 16,624 \$ 17,039 \$ 17,465 \$ 18,000 \$ 15,437 \$ 16,000 \$ 15,437 \$ 16,000 \$ 16,000 \$ 16,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 10,000 \$ 11,480 \$ 11,470 \$ 11,470 \$ 12,000 \$ 11,480 \$ 11,470 \$ 11,480 \$ 11,470 \$ 12,000 \$ 11,480 \$ 11,470 \$				· • · · · · · · · · · · · · · · · · · ·	,							····
Fuel Additives	Variable Cost Year		2	3	4	6	6	7	8	9	10	Total
Maint Labor	Fuel	\$ 20,625	\$ 21,141	\$ 21,669	\$ 22,211	\$ 22,766	\$ 23,335	\$ 23,919	\$ 24,517	\$ 25,130	\$ 25,768	\$ 231,070
Parte	Fuel Additives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Inspections	Maint Labor	\$ 33,690	\$ 34,532	\$ 35,396	\$ 36,280	\$ 37,187	\$ 38,117	\$ 39,070	\$ 40,047	\$ 41,048	\$ 42,074	\$ 377,442
Engine Restoral \$. \$. \$. \$. \$. \$. \$. \$. \$. \$	Parts	\$ 13,985	\$ 14,335	\$ 14,693	\$ 15,060	\$ 15,437	\$ 15,823	\$ 16,218	\$ 16,624	\$ 17,039	\$ 17,465	\$ 156,679
Engine Restoral	Inspections	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -
Engine Guaranteed Mx Plan		\$ -	\$ -	\$ -	\$159,380	\$ -	\$ -	\$.	\$ -	\$ -	\$ 43.710	\$ 203,090
Avionics Guaranteed Mx Plan	-	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		· · · · · · · · · · · · · · · · · · ·
Component Overhaul (All) \$ - \$ 5,125 \$ - \$ 6,677 \$ - \$ - \$ 7,370 \$ - \$ 6,244 \$ 2		\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -		\$ -	\$ -	\$ -
Life Limited Components (All) \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,697 \$ - \$ - \$ - \$ - \$ 8 1 8 Other Services		\$ -		\$ -	\$ 6.677	s -	\$ -	 		<u> </u>	\$ 6.244	\$ 25,416
Other Services		\$ -	+	\$ -		8	\$ 1.697			ļ	· · · · · · · · · · · · · · · · · · ·	,
Flight Hour Cost \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			1			† 	V		•	ľ	•	
Fixed Cost \$. \$. \$. \$. \$. \$. \$. \$. \$. \$		ė .	6 .	i .	6 -	e .	e -		٠.			s -
Landing/Parking Fees						+	-	+			<u> </u>	+ · - · · · · · · · · · · · · · · · · · · ·
Crew Expenses \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$						+		 		ļ. <u>-</u>		ļ.
Small Supplies			+	+	+	+	 	 		· 		+
Totel Veriable Cost \$ 68,300 \$ 75,133 \$ 71,758 \$239,608 \$ 75,390 \$ 78,972 \$ 79,207 \$ 88,557 \$ 83,217 \$ 135,252 \$ 98 Fixed Cost Year 1 2 3 4 5 6 7 8 9 10 To Salaries Pilot/Flight Crew \$ 147,432 \$ 151,118 \$ 154,896 \$ 158,768 \$ 162,737 \$ 166,806 \$ 170,976 \$ 175,250 \$ 179,632 \$ 184,122 \$ 1,685 Maintenance Technicians \$ 51,726 \$ 53,019 \$ 54,345 \$ 55,703 \$ 57,096 \$ 58,523 \$ 59,886 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57 Other \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$				+	+	 	- <u>-</u>					
Fixed Cost Year 1 2 3 4 5 6 7 8 9 10 To Salaries Pilot/Flight Crew \$ 147,432 \$ 151,118 \$ 154,896 \$ 158,768 \$ 162,737 \$ 166,806 \$ 170,976 \$ 175,250 \$ 179,632 \$ 184,122 \$ 1,885 Maintenance Technicians \$ 51,726 \$ 53,019 \$ 54,345 \$ 56,703 \$ 57,096 \$ 58,523 \$ 59,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 69,689 \$ 71,021 \$ 72,796 \$ 74,816 \$ 68,686 \$ 1,486 \$ 1,48	omaii ouppiles	-	+		-	1 2 -		<u> </u>	3	-	3 -	\$ -
Fixed Cost Year 1 2 3 4 5 6 7 8 9 10 To Salaries Pilot/Flight Crew \$ 147,432 \$ 151,118 \$ 154,896 \$ 158,768 \$ 162,737 \$ 166,806 \$ 170,976 \$ 175,250 \$ 179,632 \$ 184,122 \$ 1,885 Maintenance Technicians \$ 51,726 \$ 53,019 \$ 54,345 \$ 56,703 \$ 57,096 \$ 58,523 \$ 59,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 57,046 \$ 68,523 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 69,689 \$ 71,021 \$ 72,796 \$ 74,816 \$ 68,686 \$ 1,486 \$ 1,48		4 00 000	75.400	+	1	 						
Salaries	Iotal Variable Cost	\$ 68,300	\$ 76,133	\$ /1,/68	\$ 239,608	\$ /6,390	\$ /8,9/2	\$ 79,207	\$ 88,557	\$ 83,217	\$136,262	\$ 995,394
Salaries						T				1		T = .
Pilot/Flight Crew		11	<u> </u>	3	44	6	6	7	8	9	10	Total
Maintenance Technicians \$ 51,726 \$ 63,019 \$ 64,345 \$ 65,703 \$ 67,096 \$ 69,823 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 67,096 \$ 69,823 \$ 69,986 \$ 61,486 \$ 63,023 \$ 64,599 \$ 67,096 \$ 69,823 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,851 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,851 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,851 \$ 66,950 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 66,950 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 66,950 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,816 \$ 66,951 \$ 61,941 \$ 66,951 \$ 67,599 \$ 69,289 \$ 71,0			<u> </u>	ļ	<u> </u>	ļ.,	ļ					ļ
Other \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$,						\$1,661,737
Benefits \$ 59,747 \$ 61,241 \$ 62,772 \$ 64,341 \$ 65,950 \$ 67,599 \$ 69,289 \$ 71,021 \$ 72,796 \$ 74,616 \$ 66 Hanger \$. \$. \$. \$. \$. \$. \$. \$. \$. \$						· · · · · · · · · · · · · · · · · · ·		\$ 69,986				1
Hangar \$. \$. \$. \$. \$. \$. \$. \$. \$. \$	Other	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u> </u>	\$ -
Insurance	Benefits		\$ 61,241		\$ 64,341	\$ 65,950	\$ 67,599	\$ 69,289	\$ 71,021	\$ 72,796	\$ 74,616	\$ 669,373
Hull \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Hangar	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Liability \$ 10,400 \$ 10,660 \$ 10,927 \$ 11,200 \$ 11,480 \$ 11,767 \$ 12,061 \$ 12,362 \$ 12,671 \$ 12,988 \$ 11 Miscellaneous Training Pilot/Maint \$ 8,300 \$ 8,508 \$ 8,720 \$ 8,938 \$ 9,162 \$ 9,391 \$ 9,825 \$ 9,866 \$ 10,113 \$ 10,366 \$ 8 Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Insurance			İ								
Miscellaneous \$ 8,300 \$ 8,508 \$ 8,720 \$ 8,938 \$ 9,162 \$ 9,391 \$ 9,625 \$ 9,866 \$ 10,113 \$ 10,366 \$ 8 Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Hull	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training Pilot/Maint \$ 8,300 \$ 8,508 \$ 8,720 \$ 8,938 \$ 9,162 \$ 9,391 \$ 9,625 \$ 9,866 \$ 10,113 \$ 10,366 \$ 8 Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Liability	\$ 10,400	\$ 10,660	\$ 10,927	\$ 11,200	\$ 11,480	\$ 11,767	\$ 12,061	\$ 12,362	\$ 12,671	\$ 12,988	\$ 116,515
Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Miscellaneous											
Brokerage Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Training Pilot/Maint	\$ 8,300	\$ 8,508	\$ 8,720	\$ 8,938	\$ 9,162	\$ 9,391	\$ 9,625	\$ 9,866	\$ 10,113	\$ 10,366	\$ 92,988
Brokerage Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Management Fee	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Int/Paint/Avionics \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -
Nav/Weather Services \$ 3,289 \$ 3,371 \$ 3,456 \$ 3,542 \$ 3,630 \$ 3,721 \$ 3,814 \$ 3,910 \$ 4,007 \$ 4,108 \$ 3			\$ 3.371	\$ 3.456	\$ 3542	\$ 3,630		-		\$ 4,007	\$ 4 108	\$ 36,848
Comp Maint Service \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$				+ 		+ 						
Refurbishing \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			+	+		+	H 	· · · · · · · · · · · · · · · · · · ·				<u> </u>
Terror 15 1 5 - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -			+		 	 						- -
Other	Ottlei	· -	-	*	·	<u> </u>	-	•	-	· · · · ·	, ,	
Total Fixed Cost \$ 280,894 \$ 287,917 \$ 295,115 \$302,493 \$310,055 \$ 317,806 \$325,751 \$333,895 \$342,243 \$350,799 \$3,14	T15:101	A 200 004	4 007.047	A 005 115	4000 400	4010.055	4 047 000	A 0.00 354	4000 005	4040 040	4000 700	40 440 007
Total Fixed Cost \$ 280,894 \$ 287,917 \$ 295,116 \$302,493 \$310,055 \$ 317,806 \$325,751 \$333,895 \$342,243 \$350,799 \$3,14	Total Fixed Cost	\$ 280,894	\$ 287,917	\$ 286,116	\$302,493	\$310,086	\$ 317,806	\$326,761	\$333,896	\$342,243	\$360,799	\$3,146,967
	F:	<u> </u>	I A	14				<u> </u>		 1		·
Finance/Lease Cost \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			<u> </u>			-			·		<u>.</u>	5
Aircraft Cash Payment/Resale \$ \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -							<u> </u>				ş	ļ š
Final Payment/Loan Payoff \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		·	 ' 	 			7			- -	\$	\$,
	The same of the sa											
Administrative Overhead (G&A) \$ 31,990 \$ 32,790 \$ 33,609 \$ 34,450 \$ 35,311 \$ 36,194 \$ 37,099 \$ 38,026 \$ 38,977 \$ 39,951 \$ 35	Administrative Overhead (G&A)	\$ 31,990	\$ 32,790	\$ 33,609	\$ 34,450	\$ 35,311	\$ 36,194	\$ 37,099	\$ 38,026	\$ 38,977	\$ 39,961	\$ 358,396
			ļ	ļ	L				- 		. .	
Total Annual Cost \$ 436,062 \$ 452,089 \$ 458,138 \$ 635,648 \$ 481,331 \$ 495,062 \$ 505,699 \$ 525,711 \$ 531,300 \$ 594,537 \$ 5,11	Total Annual Cost	\$ 436,062	\$ 452,089	\$ 468,138	\$635,648	\$481,331	\$ 495,062	\$ 505,699	\$626,711	\$531,300	\$ 594,537	\$5,115,577

Maintenance Cost Data

PC-12

Database Date:

Labor MH/FH			Parts \$/FH	T		
Airframe:	0.87	MH/FH	Airframe:	\$	90.51	/FH
Engine:	0.20		Engine:	\$	8.50	
Avionics:	0.00		Avionics:	\$	-	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1		T				
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
. 12						
One Time 1			<u> </u>			
2						

Component Overhaul		Over	haul Cost	Prem Removals	Frequency		
	Name:	(Cu	irrent \$)	/1000 HR	Hours	Cycles	Years
1	Starter/Gen	\$	1,200		1000		
2	Propeller (Estimate)	\$	5,000		4000		6
3	Cold Air Unit (Estimate)	\$	4,000		6000		
4	Heat Exchanger (Est.)	\$	4,000		6000		
5	Trim Actuator (Est.)	\$	2,500		6000		
6	Flap Drive & Actuators (\$	5,000		4500		
7	Overspeed Governor (Es	\$	5,000		3000		1
8							
9							
10							
11							
12							
13							***************************************
14							
15							
16							
17							
. 18							
19							
20							

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Engine Shock Mounts (E	\$ 1,500		3500		
2	Engine Shock Mounts (E Hydraulic Power Pack (E	\$ 15,000		20000		
3						
4		 				
5						
6		 			l , ·	
7					ļ	
8						
9						
10					l	
11						
12						
13						
14		 			ļ	
15						
16		 				
17		 				
18		 				
19		 				
20		 				
21		 				
22		 			ļ	
23		 				
24		 -				
25		 				
26		 			<u></u>	
27		 				
28		 				
29		 				
30						

ngine Restoral/Heavy Maintenance		Total Cost		Prem Removals	Frequency			
		Name:	(Current \$)		/1000 HR	Hours	Cycles	Years
Inspection 1 F		H.S.I	\$ 35,000			1500		
:	2	Overhaul	\$	148,000		3000		
	3							
	4						/ /	
	5							
Replacement	1							
	2							
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	10							

Maintenance Cost Data

PC-12

Database Date:

MEO STAFFING PLAN

Nevada Aviation Operations

POSITION	NUMBER	GRADE		
Chief Pilot - PC-12	1	GS-13		
Line Pilots - PC-12	4	GS-12		
Chief Pilot - Bell-412	1	GS-13		
Line Pilots	4	GS-12		
Chief of Maintenance	1	GS-13		
Quality Assurance	2	GS-12		
Line Mechanics	2	GS-12		
Line Mechanics	4	GS-11		
Line Mechanics	2	GS-7		
Operations Manager	1	GS-13		
Flight Operations	2	GS-11		
Procurement	1	GS-11		
Parts/Supply	1	GS-9		
TOTAL	26			

					ř
		•			

QUALITY ASSURANCE SURVEILLANCE PLAN

EVALUATION CRITERIA	STANDARD	SANCTION
Aircrast Availability Rate	98%	Loss of 1/30th of Incentive Fee for each day when standard is not met.
Aircrast Accidents	No Accidents	Cost of physical damages and loss of incentive fee.
Personnel Injuries	No Injuries	Negotiated loss of availability
Aircrast meet continuous airworthiness requirements	100%	Negotiated loss of incentive fee or contract termination
Flight crews and maintenance personnel qualified and current.	100%	Negotiated damage or contract termination.

A-76 AIRCRAFT AND AVIATION COST COMPARISON

<u>Airc</u> Bell		Based NVO	Analysis GOGO COCO	1st Year	<u>Version</u> Alpha
DIR	ECT OPERATION COSTS PER FLIGHT HOUF	R (PFH)	Adjusted	Values	Purchase
1.	Fuel and Lubricants				\$154.50
2.	Crew Cost (PFH)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			\$401.89
3.	Aircraft Lease or Rental		······································		\$0.00
4.	Landing Fee and Tie-Down				\$0.00
5.	Maintenance and Spares				
	a. Labor cost (\$ per hour multiplied by mar	n-hours PFH)	_	\$62.97	
	b. Reserve for retirement items			\$170.20	
	c. Reserve for engine overhaul and repairs			\$109.43	
	d. Reserve for major component overhaul a		imited items	\$0.00	
	e. Reserve for aircraft refurbishment and m	iscellaneous		\$0.00	
	f. Unscheduled maintenance			\$0.00	
	g. Total direct maintenance and spares				\$342.60
<u>6.</u>	Total Direct Operating Cost PFH				\$898.99
<u>7.</u>	Flight Hours for PWS				300
<u>8.</u> <u>FIXI</u>	TOTAL DIRECT OPERATING COST (line 6 multiplied by line 7) ED OPERATION ANNUAL COST				\$269,698
9.	Crew Costs				\$149,283
10.	Maintenance Costs				\$2,177,065
11.	Aircraft Lease	·····			\$0
12.	Depreciation				(\$15,191)
13.					
	a. Liability			\$7,000	
	b. Casualty			\$62,766	
	c. Total Self-Insurance Cost				\$69,766
14.	Operations Overhead	······································		***************************************	\$69,103
15.	Administrative Overhead				\$0
16.	Cost of Capital or Finance Expense				\$170,165
<u>17.</u>	TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16)	•			\$2,620,190
18.	TOTAL IN-HOUSE PERFORMANCE COST				
10.	(line 8 + line 17)				\$2,889,888
	(IIIO C - IIIO II)		#		42,000,000

A-76 AIRCRAFT AND AVIATION COST COMPARISON

19. Contract Cost (rate 'hrs/yr) \$1,686,000 20. Cost Construction to Meet PWS	Airci Bell		Based NVO	Analysis GOGO Adjusted	coco	1st Yea Value	· · · · · · · · · · · · · · · · · · ·
20			<u></u>				£1 696 000
a. Daily availability/guarantee hours S0 b. Additional pilot and crew charges S11,400 c. Additional maintenance support S0 d. Airframe alteration/equipment installation S0 e. Equipment not provided by Government S0 f. Additional ground service support S0 g. Travel and per diem S0 h. Service equipment mileage S0 i. Airport fees S0 j. Other costs S1,601 20. One-time Conversion Costs S1,612 23. Gain on Disposal/Transfer of Assets (deduct cost) S0 24. Federal Income Tax (line 19*2% deduct cost) S1,612 25. TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888 Service equipment mileage S1,672,888							\$1,000,000
Decision Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Performance Contract Octon Contract Contract Performance Contract Contract Performance Contract Contract Contract Performance Contract Contract Contract Performance Contract Contra	20.						\$0
C. Additional maintenance support S0							
Airframe alteration/equipment installation S0							
Equipment not provided by Government \$0							
f. Additional ground service support \$0 g. Travel and per diem \$0 h. Service equipment mileage \$0 i. Airport fees \$0 j. Other costs \$0 22. One-time Conversion Costs \$7,596 23. Gain on Disposal/Transfer of Assets (deduct cost) \$0 24. Federal Income Tax (line 19*2% deduct cost) \$0 25. TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888 Performance periods [sum lines 19-25) \$1,672,888 Performance periods [sum lines 19-25) \$1,672,888 Contract Performance \$1st (mil) 2nd (mil) 3rd (mil) add'l (mil) TOTAL \$3,3176,826 26. In-house Performance \$3,33 \$3.09 \$3.15 \$23.90 \$33,176,826 27. Contract Performance \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 28. Conversion Differential \$41,223 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) \$13,316,168)							
Service equipment mileage \$0							
h. Service equipment mileage \$0 i. Airport fees \$0 j. Other costs \$0 j. Other costs \$0 j. Other costs \$0 21. Contract Administration Costs \$1,612 22. One-time Conversion Costs \$1,612 23. Gain on Disposal/Transfer of Assets (deduct cost) \$0 24. Federal Income Tax (line 19*2% deduct cost) \$33,720 25. TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888 26. In-house Performance 1st (mil) 2nd (mil) 3rd (mil) add'l (mil) add'l (mil) 27. Contract Performance \$3.03 \$3.09 \$3.15 \$23.90 \$33,176,826 27. Contract Performance \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 28. Conversion Differential \$41,223 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) \$1.33,16,168)							
Airport fees \$0 Dither costs \$0 Contract Administration Costs \$1,612 Contract Administration Costs \$1,612 Cone-time Conversion Costs \$1,612 Gain on Disposal/Transfer of Assets (deduct cost) \$0 Federal Income Tax (line 19*2% deduct cost) \$3,720 Federal Income Tax (line 19*2% deduct cost) \$1,672,888 TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888 IN-HOUSE VS CONTRACT PERFORMANCE 10 year analysis In-house Performance \$1,672,888 In-house Performance \$3,03 \$3,09 \$3,15 \$23,90 \$33,176,826 Contract Performance \$1,76 \$1,81 \$1,85 \$14,40 \$19,819,435 Conversion Differential \$41,223 Adjusted Total Cost of Contract Performance \$19,860,658 Decision (line 29 minus line 26) \$1,3316,168)							
Contract Administration Costs \$7,596		, i				***************************************	
Contract Administration Costs \$7,596				***************************************	***************************************		\$0
22. One-time Conversion Costs \$1,612 23. Gain on Disposal/Transfer of Assets (deduct cost) \$0 24. Federal Income Tax (line 19*2% deduct cost) \$(\$33,720) 25. TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888					***************************************		
Sain on Disposal/Transfer of Assets (deduct cost) (\$33,720)	21.	Contract Administration Costs					\$7,596
Federal Income Tax (line 19*2% deduct cost) (\$33,720)	22.	One-time Conversion Costs		<u> </u>			\$1,612
25. TOTAL CONVERSION & ADMINISTRATIVE COST (sum lines 19-25) \$1,672,888 IN-HOUSE VS CONTRACT PERFORMANCE 10 year analysis	23.	Gain on Disposal/Transfer of Assets (deduct of	ost)				
Sum lines 19-25 Sum lines 1	<u>24.</u>	Federal Income Tax (line 19*2% deduct cost)				(\$33,720)
Sum lines 19-25 Sum lines 1							·····
IN-HOUSE VS CONTRACT PERFORMANCE 10 year analysis 10 year analys	<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE CO	OST				
Performance		(sum lines 19-25)					\$1,672,888
Performance				***************************************	, , , , , , , , , , , , , , , , , , ,		
Performance							
26. 27. Contract Performance 1st (mil) \$3.03 2nd (mil) \$3.09 3rd (mil) \$3.15 add'l (mil) \$23.90 TOTAL \$33,176,826 28. Conversion Differential \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) \$13,316,168)		IN-HOUSE VS CONTRACT PERFORMAN	NCE		10	year analysis	
26. 27. Contract Performance 1st (mil) \$3.03 2nd (mil) \$3.09 3rd (mil) \$3.15 add'l (mil) \$23.90 TOTAL \$33,176,826 28. Conversion Differential \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) \$13,316,168)			Porforma	sca nariade			
26. In-house Performance \$3.03 \$3.09 \$3.15 \$23.90 \$33,176,826 27. Contract Performance \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 28. Conversion Differential \$41,223 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) (\$13,316,168)						add'l (mil)	TOTAL
27. Contract Performance \$1.76 \$1.81 \$1.85 \$14.40 \$19,819,435 28. Conversion Differential \$41,223 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) (\$13,316,168)	26	In-house Performance			, , ,		
28. Conversion Differential \$41,223 29. Adjusted Total Cost of Contract Performance \$19,860,658 30. Decision (line 29 minus line 26) (\$13,316,168)	_	Contract Performance	\$1.76	\$1.81	\$1.85	\$14.40	
30. Decision (line 29 minus line 26) (\$13,316,168)			1	1	4	<u></u>	
30. Decision (line 29 minus line 26) (\$13,316,168)	29.	Adjusted Total Cost of Contract Performance	·····	***************************************	***************************************		\$19,860,658
	_	-	<u></u>				(\$13,316,168)
	_		Accompli	h Work		***************************************	<u>-</u>
In-house No			In-house		No	_	
contract Yes			contract		Yes	-	

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

Common Data

Version					Alpha
Aircraft					Bell 412
Based					NVO
Hours flown/yr					300
Legs flown/yr					300
Nights from base/yr					0
Salary Benefits	······································				32.45%
Maint labor rate-\$/hr					\$24.22
Period of analysis-yrs (max 10 years)		'			10
Current year	**************************************				2000
On-line year					2002
Interest rate					6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
	no	0	yes

		Insurance Calculations			
Bell 412	helicopter	4	0.0225	\$6,000.00	\$250.00

aircraft	eng type	seats	1			
Bell 412	helicopter	4	eng type	hull ins factor	liability ins base	liability ins plus/seat
PC-12	turboprop	3	helicopter jet single eng piston turboprop Twin eng piston	2.250% 0.300% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$250 \$250
NOTE: MUST SORT DATA (COLS A,B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13, 1997.

III

Basic National Payscale 1998

Basic National Payscale 1998	
GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817
MOTE MUCT CODT DATA	

NOTE: MUST SORT DATA
(COLS A&B) IN ASCENDING
ORDER BY COL "A"

| DEN | 2.88% | DSW | 0.00% | HUR | 0.00% | MTR | 0.00% | NVO | 0.00% | SNR | 2.11% |

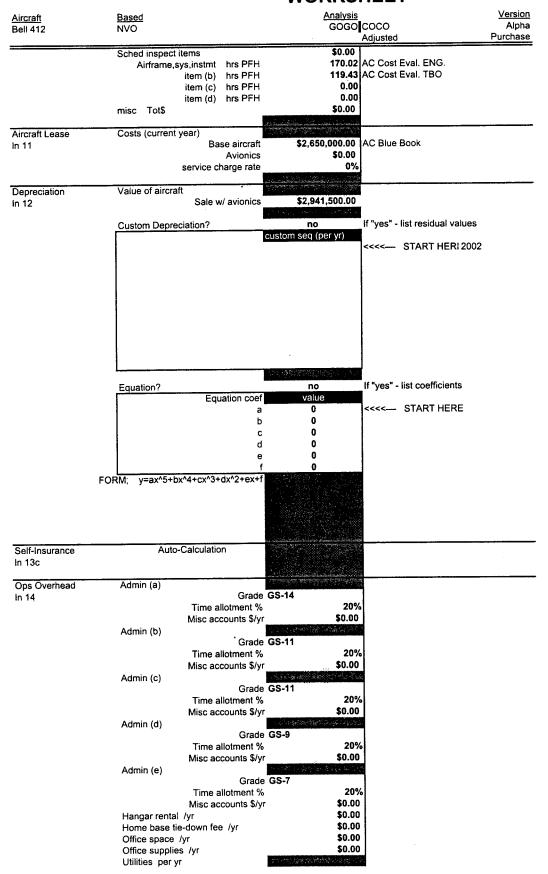
NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL

V

Source: OMP, 1998

Aircraft Bell 412 Based NVO Analysis GOGO COCO Version Alpha Purchase

Dell 412	NVO	GOGC	Aipna Purchase	
Line-by-Line Front E	nd A-76		_	
		START V V	NOTES	
Fuels & Lubs	Fuel type	Jet A		
in 1	Consumption (gal/hr)	100	The state of the s	
	% DOD	100%	I .	
•	unit cost \$/gal DOD unit cost \$/gal COMM	\$1.50	1	
	Other consumables	\$2.00 3%		
Crew Costs	Rental rate/day	\$0.00	P .	
In 2	per diem rate	\$0.00		
	Number of crew	CP 43	?[
	Grade (for overtime) Num hourly crew (a)	GS-12	,	
	Straight time hrs/yr	2087		
	Overtime hrs/yr		I .	
	Overtime factor	C		
	Num hourly crew (b)	C)	
	Straight time hrs/yr			
	Hourly wage rate	\$0.00	.1	
	Overtime hrs/yr Overtime rate	<u>۱</u> ۱		
	Misc/yr	AND THE COMPANY OF THE CONTRACT OF SHEET, IN		
	Total variable crew costs		1	
	Item t			
	Item o	\$0.00		
Lease/Rent	Lease/Rent Flt Hrs/yr	S. S. S. S. S. S. S. S. S. S. S. S. S. S		
in 3	a plane			
	b plane c plane			
	Lease/Rent rates/hr	The section of the section of the		
	a plane	\$0.00	1	
	b plane	\$0.00		
	c plane	\$0.00		
Landing/Tie-down	Landing fee /td	00.02	ļ	
in 4	Tie-down fee/day	\$0.00 \$0.00		
	,	Established and the last		
Maint/Spare	Maint labor man-hrs PFH		NVO FF Pers costs	
In 5	Res for engine restoration PFH	\$170.20	AC Cost evaluator	
	Res for dynamic component & life			
	limited parts PFH misc		AC cost Evaluator	
	misc	\$0.00 \$0.00		
	misc	\$0.00		
•				
Crew Cost Fixed	Crew (a)	A Call Soft and the Land Soft of South Section 18		
In 9	Grade	GS-13	1	
•	Time allotment %			
	Training costs \$/yr		NVO FC prorated over 3 AC	
	Crew (b)	GS-12		
	Time allotment %		•	
	Training costs \$/yr		NVO FC prorated	
			AVO TO PIOIGIOS	
		Secretary Company Company Commence		
	Crew (c)	GS-12		
	Crew (c) Grade Time allotment %	GS-12 67%		
	Crew (c) Grade	GS-12 67% \$10,000.00	NVO FC prorated	
Maint Cost	Crew (c) Grade Time allotment % Training costs \$/yr	GS-12 67% \$10,000.00	<u> </u>	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH	GS-12 67% \$10,000.00	AC Cost Eval.	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH Avionics hrs PFH	GS-12 67% \$10,000.00 1.97 0.00	AC Cost Eval.	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH	GS-12 67% \$10,000.00 1.97 0.00	AC Cost Eval.	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH Avionics hrs PFH misc hrs PFH	GS-12 67% \$10,000.00 1.97 0.00 0.00	AC Cost Eval.	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH Avionics hrs PFH misc hrs PFH item (d) hrs PFH Material costs Airframe,sys,instmt \$ PFH	GS-12 67% \$10,000.00 1.97 0.00 0.00 0.00 \$0.00 \$198.69	AC Cost Eval.	
Maint Cost In 10	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH Avionics hrs PFH misc hrs PFH item (d) hrs PFH Material costs Airframe,sys,instmt \$ PFH Avionics \$ PFH	GS-12 \$10,000.00 1.97 0.00 0.00 0.00 \$0.00 \$198.69 \$0.00	AC Cost Eval.	
	Crew (c) Grade Time allotment % Training costs \$/yr Airframe,sys,instmt hrs PFH Avionics hrs PFH misc hrs PFH item (d) hrs PFH Material costs Airframe,sys,instmt \$ PFH	GS-12 67% \$10,000.00 1.97 0.00 0.00 0.00 \$0.00 \$198.69	AC Cost Eval.	



		Analysis		Version
Aircraft	Based NVO	<u>Analysis</u> GOGO	coco	Alpha
Bell 412	NVO		Adjusted	Purchase
	Phone	\$0.00		
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
		i si kan marang anu mang lamani dalah sa asai .		
Admin Overhead	Admin (a)			
n 15	Grade			
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Admin (b)	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
	Grade			
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Admin (c)	20 ±		
	Grade			
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Office space /yr	\$0.00		
	Office supplies /yr	\$0.00		
	Utilities /yr	\$6.00 0		
	Phone	\$0.00 \$0.00		
	Electricity	\$0.00	1	
	Oil/Gas heat	\$0.00 \$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
	A. A. Calculation	der mit det der krieft in der bei der der bereiten der bei der bei der bei der bei der bei der bei der bei der		
Cost Cap/Finance	Auto-Calculation			
In 16				
Contract Cost	Contract vari cost PFH	\$1,499.00	OAS Source per J Hess	
In 19	Contract fixed cost PFH	\$4,121.00	OAS Source per J Hess	
11119	Contract in Co Coot i i i i		·	
Daily Avail/Guar	Number guar hrs/yr	0		
In 20a	Hourly guar rate	\$0.00		
111 200	, , , , , , , , , , , , , , , , , , ,			
Add'l Pilot Crew	Hrs/yr for extra crew	300		
In 20b	Hourly rate	\$38.00	OAS Source per J Hess	
200		and the same of the same		
Add'l Maint	Hours/yr added maint	0		
in 20c	·			
Airfrm Alt/Egpt Install	Airframe alts	\$0.00		
In 20d	Equipment instal	\$0.00]	
=		Said Hill to be the World State Said		
None Gov't Eqpt	Item a			
In 20e	Item t			
	Item o]	
Add'l Gnd Suprt	item a			
In 20f	item t			
	item (J	
Travel&/diem	Per diem rates	\$0.00		
In 20g	misc costs	\$0.00		
Servic Eqpt Milage	Equipment costs (not hourly)			
In 20h	item			
	item			
	item			
Airport Fees	Airport fees (ave) \$/trip	\$0.00]	
In 20i				
			<u> </u>	
Other costs		\$0.00		
	itom.	a \$0.00	' [
In 20j	item	,	i I	
	item			
			<u>၂</u>	

	WORKSHEET							
Aircraft	Based			<u>Analysis</u>		Version		
Bell 412	NVO			GOGO		Aipha		
					Adjusted	Purchase		
Con'tr Admin Costs	Admin (a)							
in 21		Grade	GS-14					
		Time allotment %		0%				
		Misc accounts \$/yr		\$0.00				
	Admin (b)		10° 4 10	Strate Pile 1				
		Grade	GS-13					
		Time allotment %		8%				
		Misc accounts \$/yr		\$0.00				
	Admin (c)		da yayayaya	Strate of the end of the				
			GS-12					
		Time allotment %		0%				
		Misc accounts \$/yr		\$0.00				
	Admin (d)	•	141158	kan palaman ing palaman				
		Grade	GS-9					
		Time allotment %		0%				
		Misc accounts \$/yr		\$0.00				
	Admin (e)		252.5 45					
		Grade	GS-9					
		Time allotment %		0%				
		Misc accounts \$/yr		\$0.00				
				1867 W. 1851 20				
One-time Conv'n Costs	Material costs \$			\$0.00				
In 22			GS-13		-			
		Time allocation %			2 wk train/52 wks X .20			
		Moving		\$0.00				
		Retraining			10K / 5 AC			
		Misc accounts \$/yr		\$0.00				
			GS-12					
		Time allocation %		0%				
		Moving		\$0.00	lame, v. ani.			
		Retraining			67% X 20K			
		Misc accounts \$/yr		\$0.00	•			
		Grade	GS-9					
		Time allocation %		0%				
		Moving		\$0.00				
		Retraining		\$0.00				
		Misc accounts \$/yr		\$0.00				
	Other 1-time co	sts \$/yr		\$0.00				
			100000000000000000000000000000000000000	7. 47.72 44.44.41				
Gain on Disp'l/Transfer	To be sold/trans	=		no				
In 23	Value of aircraft			\$0.00				
	Unpaid balance			\$0.00				
	Cost of disposa	it .		\$0.00				
Conversion Differential In 28								
		Calculation	The second second	4. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.				

\$154.50	<<< To line 1 >>>>	Total Costs F	ueis and Lubr	icants (PFH)	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	Bell 412			Aipha
	Based	NVO			Purchase
	Fuel type	Jet A			
	Consumption (gal/hr)	100			
	% DOD	100%			
	unit cost \$/gal	\$1.50			
	% other	0%			
	unit cost \$/gal	\$2.00			
	DOD fuel cost	\$150.00	(Consumption	(gal/hr) * % DOD * unit cost \$	/gal DOD)
	Other fuel cost	\$0.00	(Consumption	(gal/hr) * % other * unit cost \$	/gal other)
	Total fuel cost PFH		\$150.00		
	Other consumables	3%	\$4.50		
	Total costs fuels&lubs PFH		\$154.50	(Total fuel cost PFH+Tot lub	cost PFH)

\$401.89	<<< To line 2 >>>>	Crew Co	sts (PFH)			
	Analysis		GOGOC	oco	Adjusted	version
	AIRCRAFT	Bell 412	-			Alpha
, i	Based	NVO				Purchase
	Hours flown/yr		300			
	Nights from base/yr		0			
	Rental rate/day		\$0.00			
	Days of car rental		0			
	per diem rate		\$0.00			(Nights from base/yr*per diem rate*
	Number of crew		0			Number of crew+car rate*days rented)/
				\$0.00	PFH	Hours flown/yr
	Grade (for overtime)	GS-12				
	Num hourly crew (a)		2			
	Straight time hrs/yr		2087			
	Hourly wage rate		\$28.89			
	Overtime hrs/yr		0			
	Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
	Overtime rate		\$0.00			Hourly wage rate+Overtime hrs/yr*
				\$401.89	PFH	Overtime rate)/Hours flown/yr)
	Num hourly crew (b)		0			
	Straight time hrs/yr		0			
	Hourly wage rate		\$0.00			
ŀ	Overtime hrs/yr		0			
ļ	Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
1	Overtime rate		0			Hourly wage rate+Overtime hrs/yr*
				\$0.00	PFH	Overtime rate)/Hours flown/yr)
l	Misc/yr					
	Total variable crew costs		\$0.00			
	Item b		\$0.00			
ļ	Item c		\$0.00			
				\$0.00	PFH	((Item a + Item b + Item c)/hrs)
				\$401.89	PFH	(sum of items above)

\$0.00	<<< To line 3 >>>>	Total Aircra	ft Lease or Rer	ital Cos	its (PFH)	
	Analysis	G	ogo coco		Adjusted	version
	AIRCRAFT	Beil 412	•			Alpha
	Based	NVO				Purchase
	Lease/Rent Flt Hrs/yr					
	a plane		0			
	b plane		0			
	c plane		0			
	Total Lse/Rnt Hrs/yr			0	(a plane hrs +b plane hrs +	c plane hrs)
	Lease/Rent rates/hr					
	a plane		\$0.00			
	b plane		\$0.00			
ļ	c plane	•	00.00			
}	Annual Costs					
1	a plane			\$0.00	(a plane hrs* a plane rate)	
	b plane			\$0.00	(b plane hrs* b plane rate)	
	c plane			\$0.00	(c plane hrs* c plane rate)	
	Total Annual \$Ls/Rt			\$0.00	(a plane \$/yr +b plane \$/yr	+ c plane \$/yr)
				\$0.00	PFH (Total \$/yr / Total Fit i	nrs/yr)

	osts (PFH)	-Down c	ding Fee and Tie	Total Lan	<<< To line 4 >>>>	\$0.00
version	Adjusted		GOGO COCO		Analysis	
Alpha			•	Bell 412	AIRCRAFT	
Purchase				NVO	Based	
			300		Hours flown/yr	
			300		Legs flown/yr	
			\$0.00		Landing fee /td	
	(landings*landing fee)	\$0.00			Total landing fee/yr	
			0		Nights from base/yr	1
			\$0.00		Tie-down fee/day	
ı fee)	(Nights form base*tie-down fee	\$0.00			Total tie-down fee/yr	
	PFH ((Tot landing fee +					
	tot tie-down fee) / hrs/yr)	\$0.00				

	(PFH)	Costs	and Spares	Total Maintenan	<<< To line 5g >>>>	\$342.60
version	ted	Adjus	coco	GOG	Analysis	
Alpha		•		Bell 412	AIRCRAFT	•
Purchase				NVO	Based	
				30	Hours flown/yr	
				2.600	Maint labor man-hrsPFH	1
(Maint labor man-hrsPFH*				\$24.22	Labor rate \$/hr	
Labor rate \$/hr)	(5a)	PFH	\$62.97			
	(5b)	PFH	\$170.20		Res for retirement items	
	(5c)	PFH	\$109.43		Res for eng overhl &rpr	
	(5d)	PFH	\$0.00		Res for maj comp overhi	
	(5e)	PFH	\$0.00		Res for refurb & misc	
	(5f)	PFH	\$0.00		Unscheduled Maint	
(sum items 5a-5f)		PFH	\$342.60			

\$149,282.64 <<< To line 9 >>>>	Crew Costs (fixed)			
Analysis	GOGO CO	co	Adjusted	version
AIRCRAFT	Bell 412		•	Alpha
Based	NVO			Purchase
Crew (a)				
	GS-13			
Salary	\$71,686.07			
Time allotment %	20%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$3,300.00		(Salary*Time allotment %+	
Tot (a)		\$22,289.64	Benefits %of salary+Misc)	
Crew (b)				
	GS-12			
Salary	\$60,283.52			
Time allotment %	67%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$10,000.00		(Salary*Time allotment %+	
Tot (b)		\$63,496.50	Benefits %of salary+Misc)	
Crew (c)				
Grade	GS-12			
Salary	\$60,283.52			
Time allotment %	67%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$10,000.00		(Salary*Time allotment %+	
Tot (c)		\$63,496.50	Benefits %of salary+Misc)	
		\$149,282.64	Total crew costs (fixed)	

			Maintenance Costs	>>>>	2,177,064.72 <<<< To line 10
version	Adjusted		GOGO COCO		Analysis
Alpha			Bell 412		AIRCRAFT
Purchase			NVO		Based
			300		Hours flown/yr
			\$24.22		labor rate \$/hr
					Sched maint items
(hrs*rate a*hrsPFH)		\$14,314.02	1.97	hrs PFH	Airframe,sys,instmt
(hrs*rate b*hrsPFH)		\$0.00	0.00	hrs PFH	Avionics
(hrs*rate c*hrsPFH)		\$0.00	0.00	hrs PFH	misc
(hrs*rate d*hrsPFH)		\$0.00	0.00	hrs PFH	item (d)
					Material costs
		\$59,607.00	\$198.69	\$ PFH	Airframe,sys,instmt
		\$0.00	\$0.00	\$ PFH	Avionics
		\$0.00	\$0.00	\$ PFH	misc
		\$0.00	\$0.00	\$ PFH	item (d)
(sum all maint)	\$73,921.02		•	st	Tot sched maint co
			\$0.00	s	Sched inspect iten
(hrs*rate a*hrsPFH)		,235,365.32	\$170.02 \$1	hrs PFH	Airframe, sys, instmt
(hrs*rate b*hrsPFH)		\$867,778.38	\$119.43	hrs PFH	item (b)
(hrs*rate c*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (c)
(hrs*rate d*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (d)
(sum all inspect items)	\$2,103,143.70			cost	Tot sched inspect
	\$0.00				misc Tot\$
(Sched maint+					
Sched inspect)	\$2,177,064.72				

\$0.00	Aircraft Lease			
Analysis	GOG	coco	Adjusted	version
AIRCRAFT	Bell 412	•		Alpha
Based	NVO			Purchase
Time period - years	. 1	0		
Costs (current year)				
Base aircraft	\$2,650,000.00	}		
Avionics	\$0.00)		
Total cost (on-line year)		\$2,789,591.40	(base+avionics inflated)	
Capital charge/yr		\$0.00	(total cost/time period)	
Lease charge/yr				
depreciation	\$0.00)	(wrksht 12)	
interest	\$170,165.08	3	(wrksht 16)	
Tot lease charge/yr		\$170,165.08	(dep+int)	
Lease/Purchase				
charge/yr				
capital	\$278,959.14	ļ	(total cost/time period)	
interest	\$170,165.08	3	(wrksht 16)	
service charge rate	0,	/ 6		
service charge	\$0.00)	(capital*rate)	
Tot lease /purchase				
chrg/yr		\$449,124.22		
Cost free aircraft		\$0.00	(from above)	
		\$0.00	Purchase 1	

(\$15,190.86)	<<< To line 12 >>>>	Deprecia	tion				
Ana	lysis		GO	GO COCO		Adjusted	
AIR	ĆRAFT	Bell 412		-			Alpha
Bas	ed	NVO					Purchase
Tim	e period - years			10			
Vali	ue of aircraft				no	Custom Depreciation?	
İ	Purchase w/ avionics		\$2,789,591.4	40	no	Equation?	
	Sale w/ avionics		\$2,941,500.	00			
Dep	preciation/yr			(\$	15,190.86)	((Purchase w/ avionics w/ avionics)/ time perio	

\$69,765.81 <<<< To line 13c >>>>	Self-Insurance			
Analysis	GOGO	coco	Adjusted	version
AIRCRAFT	Bell 412			Alpha
Based	NVO			Purchase
Value of aircraft	\$2,789,591.40			
Number of seats	4			
Insurance factors				
hull	0.0225		(fm common data cht)	
fiability (base)	\$6,000.00		(fm common data cht)	
liability (/seat)	\$250.00		(fm common data cht)	
Tot cost hull		\$62,765.81	(value of aircraft*hull ins fa	ctor)
Liability				
base	\$6,000.00			
Tot per seat adder	* \$1,000.00		(liability ins*num of seats)	
Tot cost liability		\$7,000.00	(base+seat adder)	
Total self ins cost		\$69,765.81	(Tot hull ins+Tot liability in:	s)

A-76 AIRCRAFT AND AVIATION COST COMPARISON

			V	<u>NORK</u>	SHEEL	
\$69,102.78	<<< To line 14 >>>>	Operations	s Overhea	ad		
	Analysis	(GOGO CO	oco	Adjusted	versio
	AIRCRAFT	Bell 412	_			Alph
	Based	NVO				Purchas
	Admin (a)					
		GS-14				
	Salary	\$84,7	11.80			
	Time allotment %		20%			
	Benefits %of salary	3	32.45%			
	Misc accounts \$/yr		\$0.00			(Salary*Time allotment %+
	Tot (a)			\$22,440.16		Benefits %of salary+Misc)
	Admin (b)					
	Grade	GS-11				
	Salary	\$50,2	299.39			
	Time allotment %		20%			
	Benefits %of salary	. 3	32.45%			(Salary*Time
	Misc accounts \$/yr		\$0.00			allotment %+Benefits %
	Tot (b)			\$13,324.31		of salary+Misc)
	Admin (c)					
		GS-11				
	Salary	\$50,2	299.39			
	Time allotment %		20%			
	Benefits %of salary		32.45%			(Salary*Time
	Misc accounts \$/yi		\$0.00			allotment %+Benefits %
	Tot (c)			\$13,324.31		of salary+Misc)
	Admin (d)					
		GS-9				
	Salary	\$41,5	570.31			
	Time allotment %		20%			
	Benefits %of salary	, 3	32.45%			(Salary*Time
	Misc accounts \$/y		\$0.00			allotment %+Benefits %
	Tot (d)			\$11,011.97		of salary+Misc)
	Admin (e)					
		GS-7				
	Salan		982.75			
	Time allotment %		20%			
	Benefits %of salary		32.45%			(Salary*Time
	Misc accounts \$/y		\$0.00			allotment %+Benefits %
	Tot (e			\$9,002.03		of salary+Misc)
	Tot personnel	,			\$69,102.78	(sum personnel items)
	. ot police					
	Hanger rental		\$0.00			•
	Home base tie-down fee		\$0.00			
	Office space		\$0.00			
	Office supplies		\$0.00			
	Utilities					
	Phone	•	\$0.00			
	Electricity		\$0.00			
	Oil/Gas hea		\$0.00			
	Wate		\$0.00			
	Building maintenance	,	\$0.00			
	misc		\$0.00			
	Tot non-personnel		40.00		\$0.00	(sum non-persont items)
	LOS HUHPUCIOUTHICI				₩0.00	/

		01/1/01		
\$0.00 <<< To line 15 >>>>	Administrative Overhead		· • • • • • • • • • • • • • • • • • • •	-
Analysis	GOGO COCO	Ad	justed	version
AIRCRAFT	Bell 412			Alpha
Based	NVO			Purchase
Admin (a)				
	GS-12			
Salary	\$60,283.52			
Time allotment %	0%			
Benefits %of salary	32.45%			
Misc accounts \$/yr		(Sa	alary*Time allotment %+	
Tot (a)	•		nefits %of salary+Misc)	
Admin (b)			, ,	
Grade	GS-9			
Salary				
Time allotment %	0%			
Benefits %of salary				
Misc accounts \$/yr		(Sa	alary*Time allotment %+	
Tot (b)	*		enefits %of salary+Misc)	
Admin (c)		******	,,	
Grade	GS-7			
Salary				
Time allotment %	0%			
Benefits %of salary				
Misc accounts \$/yr		(9)	alary*Time allotment %+	
Tot (c)	\$0.00		nefits %of salary+Misc)	
101(0)		Ф0.00 De	atents 7001 salary Wilse/	
Tot personnel		\$0.00		
Office space	\$0.00			
Office supplies	\$0.00			
Utilities	45.00			
Phone	\$0.00			
Electricity	*			
Oil/Gas heat	·			
Water	\$0.00			
Building maintenance	\$0.00			
misc	\$0.00			
misc	\$0.00			
Tot non-personnel		\$0.00		
		\$0.00 To	tal admin overhead costs	

\$101,854.67 <><< To line 16 >>>>	Cost of Capital or Finance Expense GOGO COCO		
Analysis AIRCRAFT	Bell 412	Adjusted	version Alpha
Based	NVO \$2,789,591.40	Р	urchase
Value of aircraft Time period - years	\$2,769,591.40 10		
Interest rate Annual levelized finan cost	6.100% \$	101,854.67	

	\$1,686,000.00 <<<< To line 19 >>:				•
Г	Analysis	GOGO	coco	Adjusted	version
1	AIRCRAFT	Bell 412			Alpha
	Based	NVO			Purchase
	Hours flown/yr	300			
	Contract vari cost PFH	\$1,499.00			
	Contract fixed cost PF	H \$4,121.00			
	Total cost PFH	\$5,620.00		(vari+fixed)	
	Total cost		\$1,686,000.00	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee hours		
	Analysis AIRCRAFT Based Number guar hrs/yr Hourly guar rate	GOGO COCO Bell 412 NVO 0 \$0.00	Adjusted	version Alpha Purchase
	Tot cost of guarantee	\$0.00	(guar hrs/yr*hourly rate)	

\$11,400.00	<<< To line 20b >>>>	Additional Pilot and Crew Charges	
0111100100	Analysis AIRCRAFT Based Hrs/yr for extra crew	GOGO COCO Adjusted Bell 412 NVO 300	version Alpha Purchase
	Hourly rate	\$38.00	
	Tot cost extra crew	\$11,400.00 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additional Maintenance Suppo	rt	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	Bell 412	•	Alpha
	Based	NVO		Purchase
	Hours/yr added maint	. 0		
	Hourly rate	\$24.22	,	
	Tot added maint cost	\$0	0.00 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20d >>>>	Airframe	Alterations/Equip	ment ins	stallation	
	Analysis AIRCRAFT	Bell 412	coco		Adjusted	version Alpha Purchase
	Based Time period - yrs Airframe alts	NVO	10 \$0.00			ruicilase
	Equipment instal		\$0.00	•		
	tot alt/install cost			\$0.00	(airframe alts+equip insta	all)/yrs

\$0.00	<<< To line 20e >>>>	Equipment	not Provided by Go	overnme	nt	
	Analysis AIRCRAFT	Bell 412 NVO	GOGO COCO		Adjusted	version Alpha Purchase
	Based Time period - yrs		10 \$0.00			1 dichase,
	Item I		\$0.00 \$0.00			
	tot equipment cost			\$0.00	(item a+Item b+item c)/yrs	

\$0.00 <<<< To line	20f >>>> Addit	ional Ground Service	Support	
Analysis		GOGO COCO	Adjusted	version
AIRCRAFT	Bell 4	12		Alpha
Based	NVO			Purchase
	item a	\$0.00		
	item b	\$0.00		
	item c	\$0.00		
tot grnd serv sp	ort cost		\$0.00 (item a+item b+ite	m c)

\$0.00 <<< To line 20g >>>>	Travel and per Diem		
Analysis	GOGO COCO	Adjusted	version
AIRCRAFT	Bell 412		Alpha
Based	NVO		Purchase
Nights from base/yr	. 0		
Per diem rates	\$0.00		
misc costs	\$0.00		
tot trav&per diem costs	\$0.00	(#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service E	quipment Mileage			
Analy	sis		GOGO COCO		Adjusted	version
AIRC	RAFT	Bell 412	-			Alpha
Base	1	NVO				Purchase
Equip	ment costs (not hourly)					
1	item a	1	\$0.00			ı
1	item b)	\$0.00			
	item o	;	\$0.00			
tot eq	pt costs			\$0.00	(item a+item b+item c)	

\$0.00 <<< To line 20i >>>>	Airport Fees	
Analysis	GOGO COCO	Adjusted version
AIRCRAFT	Bell 412	Alpha
Based	NVO	Purchase
Legs flown/yr	300	
Airport fees (ave) \$/trip	\$0.00	
tot airport/yr	\$0.0	00 (trips/yr*\$/trip)

\$0.00 <<<< To line 2	20j >>>>	Other Cos	sts			
Analysis AIRCRAFT Based Other costs		Bell 412 NVO	gogo coco		Adjusted	version Alpha Purchase
Gille/ costs	item a item b item c		\$0.00 \$0.00 \$0.00			
tot other costs				\$0.00	(item a+item b+item c)	

\$7,595.86 <<<< To line 21 >>>>	Contract A								
Analysis		GOGO COCO		Adjusted	version				
AIRCRAFT	Bell 412	-			Alpha				
Based	NVO				Purchase				
Admin (a)									
Grade	GS-14								
Salary	\$84,	711.80							
Time allotment %		0%							
Benefits %of salary	,	32.45%							
Misc accounts \$/yr	-	\$0.00		(Salary*Time allotment %+					
Tot (a)	ı		\$0.00	Benefits %of salary+Misc)					
Admin (b)									
Grade	GS-13								
Salary	\$71,	686.07							
Time allotment %		8%							
Benefits %of salary	,	32.45%							
Misc accounts \$/yr	г	\$0.00		(Salary*Time allotment %+					
Tot (b)	1		\$7,595.86	Benefits %of salary+Misc)					
Admin (c)									
	GS-12								
Salary	\$60,	283.52							
Time allotment %		0%							
Benefits %of salary	,	32.45%							
Misc accounts \$/yr		\$0.00		(Salary*Time allotment %+					
Tot (c)		*	\$0.00	Benefits %of salary+Misc)					
Admin (d)	•								
Grade	GS-9								
Salary		570.31							
Time allotment %		0%							
Benefits %of salary		32.45%							
Misc accounts \$/yi		\$0.00		(Salary*Time allotment %+					
Tot (d)		Ψ0.00	\$0.00	Benefits %of salary+Misc)					
Admin (e)	,		Ψ0.00	Deficition 7001 Salary - Wilder					
	GS-9								
Salary		.570.31							
Time allotment %		,370.31 0%							
		32.45%							
Benefits %of salary				(Salary*Time allotment %+					
Misc accounts \$/y		\$0.00	\$ 0.00	Benefits %of salary+Misc)					
Tot (e))		φυ.υυ	Delients 7601 Salary TivilSC)					
			\$7 595 86	Total admin overhead costs					
			\$1,000.00	Total admin of critical costs					

\$1,611.69 <<<< To line 22 >>>>	One Time Conversion Co	sts	
Analysis	GOGO COCO		Adjusted versi
	Bell 412		Alp
	NVO		Purcha
Time period - yrs	10		
Material costs \$/yr		\$0.00	
Grade	GS-13		
Time allocation %	1%		
Severance	\$71,686.07		
Moving	\$0.00		
Retraining	\$2,000.00		
Misc accounts \$/yr	\$0.00		
Tot (a)		\$2,716.86	(sever+move+retrain+misc)
Grade	GS-12		
Time allocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$13,400.00		
Misc accounts \$/yr	\$0.00		
Tot (b)		\$13,400.00	(sever+move+retrain+misc)
Grade	GS-9		
Time allocation %	0%		
Severance	\$41,570.31		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (c)	,	\$0.00	(sever+move+retrain+misc)
Other 1-time costs \$/yr		\$0.00	
Total conversion costs		\$16,116.86	(sum of above col)
Annual allocation of conversion costs		\$1,611.69	(Tot costs/yrs)

\$0.00	<<< To line 23 >>>>	Gain on Disposal/	Transfer of Assets			
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	Bell 412	. •			Alpha
	Based	NVO				Purchase
	Time period - yrs		10			
	To be sold/trans		no .			
	Value of aircraft		\$0.00			
	Unpaid balance		\$0.00			
	Equity in aircraft			\$0.00	(value-unpaid bal)	
	Cost of disposal			\$0.00		, i
	Tot gain			\$0.00	(equity - cost of dis	posal)
	Gain per time period			\$0.00	(tot gain/yrs)	

			ntial	ion Differ	Convers	<<< To line 28 >>>>	\$3,389.52
version	Adjusted		coco	GOGO		nalysis	Anai
Alpha				·	Bell 412	IRCRAFT	AIRC
Purchase					NVO	ased	Base
				10		ime period - years	Time
				\$401.89		rew cost PFH	Crev
				300		lours flown/yr	Hou
	(Crew cost PFH*hours)	7.04	\$120,5			Tot crew cost (vari)	
	(line 9)	2.64	\$149,2			Tot crew cost (fix)	
	(wksht 14)	2.78	\$69,1			Ops personnel cost	
	(wksht 15)	0.00				Adm personnel cost	
()	\$338,952.46					ot personnel (Convert)	Tot p
(wksht 11)	\$2,789,591.40					lew cap acqustn costs	New
				\$0.00	•	Α	
				3,389.52	\$	В	
				9,739.79	\$6	С	
				3,389.52	\$	D	
	\$3,390						

		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	Bell 412 NVO	version Alpha Purchase		
	Dascu	*****			
	Gov't cost	Contractor cost			
	1st yr	1st yr			
variable costs PFH	•	\$1,455			
fixed cost PFH	\$8,734	\$4,121			
total costs PFH	\$9,633	\$5,576			
Flight Hours per Yo	: 30	00		1	0 year analysis
	Costs per	Total	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$9,633	\$2,889,888	\$0	\$33,176,826	\$11,059
COGO	\$5,020	\$1,505,998	(\$1,383,890)	\$17,886,135	\$5,962
GOCO	\$10,189	\$3,056,778	\$166,890	\$35,110,125	\$11,703
coco	\$5,576	\$1,672,888	(\$1,217,000)	\$19,819,435	\$6,606

			Decision Line				
				version			
		AIRCRAFT	Bell 412	Alpha			
		Based	NVO	Purchase			
					10	year analysis	
						Life of Model	
				First Year Review		Decision Line	
			First Year	Line (positive	Life of Model	(positive value	
		Terminal	Conversion	value favors col 1	Conversion	favors col 1	
Initial Structure		Structure	Differential	structure)	Differential	structure)	
GOGO	to	coco	\$3,390	(\$1,213,611)	\$41,223	(\$13,316,168)	
COGO	to	coco	\$3,390	\$170,279	\$41,223	\$1,974,523	
GOCO	to	coco	\$0	(\$1,383,890)	\$0	(\$15,290,691)	
coco	ŧo	coco	\$0	\$0	\$0	• •	NA
GOGO	to	GOCO	\$3,390	\$170,279	\$41,223	\$1,974,523	
COGO	to	GOCO	\$73,129	\$1,623,909	\$867,486	\$18,091,477	
coco	ŧe	coco	\$0	\$0	\$0	T .	NA
COCO	to	GOCO	\$69,740	\$1,453,630	\$826,263	\$16,116,953	
GOGO	to	COGO	\$0	(\$1,383,890)	\$0	(\$15,290,691)	
coco	ŧe	coco	\$0	\$0	\$0	• •	NA
GOCO	to	COGO	\$3,390	(\$1,547,391)	\$41,223	(\$17,182,767)	
COCO	to	COGO	\$3,390	(\$163,500)	\$41,223	(\$1,892,076)	
coco	ŧo	coco	\$0	\$0	\$0	* -	NA
COGO	to	GOGO	\$69,740	\$1,453,630	\$826,263	\$16,116,953	
GOCO	to	GOGO	\$3,390	(\$163,500)	\$41,223	(\$1,892,076)	
coco	to	GOGO	\$73,129	\$1,290,130	\$867,486	\$14,224,877	

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Aircr PC-		<u>Based</u> NVO	<u>Analysis</u> GOGO ∥ COCO Adjusted	1st Year Values	<u>Version</u> NVO-PC12 Purchase
DIR	ECT OPERATION COSTS PER FLIGHT HOU	R (PFH)	Adjusted	72.255	, 2, 3, 1, 2, 2
	Fuel and Lubricants				\$92.70
1.					\$0.00
2.	Crew Cost (PFH)		, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>		\$0.00
3.	Aircraft Lease or Rental				\$0.00
4.	Landing Fee and Tie-Down				
5.	Maintenance and Spares a. Labor cost (\$ per hour multiplied by ma	en-hours PEH)		\$25.92	
	a. Labor cost (\$ per hour multiplied by ma b. Reserve for retirement items	311-11001011111		\$70.48	
		'S		\$1.76	
	d. Reserve for major component overhaul	and other life-	limited items	\$0.00	
	e. Reserve for aircraft refurbishment and r	miscellaneous		\$0.00	
	f. Unscheduled maintenance	111000112110000		\$0.00	
					\$98.16
^	g. Total direct maintenance and spares Total Direct Operating Cost PFH				\$190.86
<u>6.</u> 7.	Flight Hours for PWS		***************************************		250
<u>/-</u>	right rious for ravo	·····			··············
8.	TOTAL DIRECT OPERATING COST				
<u>u.</u>	(line 6 multiplied by line 7)				\$47,714
FIXE	D OPERATION ANNUAL COST				
9.	Crew Costs				\$197,074
10.	Maintenance Costs				\$20,464
11.	Aircraft Lease				\$0
12.	Depreciation	······································			(\$60,223)
13.	Self-Insurance Costs				
	a. Liability		_	\$8,900	
	b. Casualty			\$14,098	
	c. Total Self-Insurance Cost				\$22,998
14.	Operations Overhead	·····			\$65,648
15.	Administrative Overhead		**************************************		\$0_
16.	Cost of Capital or Finance Expense	······································			\$156,359
17.	TOTAL FIXED OPERATING ANNUAL COS	ST.			
	(sum lines 9 thru 16)				\$402,319
18.	TOTAL IN-HOUSE PERFORMANCE COST	٢			
_	(line 8 + line 17)				\$450,033

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Airci PC-		Based NVO	Analysis GOGO Adjusted	coco	1st Ye Value		Version NVO-PC12 Purchase
CON	ITRACT AVIATION OPERATIONS COST WOR	KSHEET					
19.	Contract Cost (rate*hrs/yr)		4,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		····		\$581,750
20.	Cost Construction to Meet PWS						eo.
	a. Daily availability/guarantee hours				······		\$0 \$10,000
	b. Additional pilot and crew charges						\$10,000
	c. Additional maintenance support	 					\$0
	d. Airframe alteration/equipment installation						\$0
	e. Equipment not provided by Government						\$0
	f. Additional ground service support g. Travel and per diem	***************************************			······································		\$0
	3			·····	***************************************		\$0
	h. Service equipment mileage i. Airport fees	······································					\$0
							\$0
	j. Other costs						
21.	Contract Administration Costs						\$7,596
22.	One-time Conversion Costs	***************************************					\$0
23.	Gain on Disposal/Transfer of Assets (deduct	cost)			······································		\$0_
<u>24.</u>	Federal Income Tax (line 19*2% deduct cos	st)					(\$11,635)
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE (COST					
	(sum lines 19-25)						\$587,711
					•	_	
	IN-HOUSE VS CONTRACT PERFORMA	INCE		11	0 year analysi	S	
		Porforma	nce period	e			
		1st (mil)	2nd (mil)	3rd (mil)	add'l (mil)	TOTAL	
26.	in-house Performance	\$0.47	\$0.46	\$0.46	\$3.11		\$4,503,462
27.	Contract Performance	\$0.62	\$0.63	\$0.65	\$5.06		\$6,965,464
28.	Conversion Differential						\$31,952
29.	Adjusted Total Cost of Contract Performance	e					\$6,997,416
30.	Decision (line 29 minus line 26)				······································		\$2,493,954
31.	COST COMPARISON DECISION:	Accompl	ish Work	***************************************			
		In-house		Yes			

contract

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

Common Data

Version		•			NVO-PC12
Aircraft					PC-12
Based					NVO
Hours flown/yr					250
Legs flown/yr					250
Nights from base/yr	····				0
Salary Benefits	······································				32.45%
Maint labor rate-\$/hr					\$24.22
Period of analysis-yrs (max 10 years)	**************************************				10
Current year					2000
On-line year					2002
Interest rate					6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis		-	GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
	no	Ö	yes

		Insurance Calculations			
PC-12	turboprop	3	 0.0055	\$8,000.00	\$300.00

aircraft	eng type	seats				
Bell 412	helicopter	4	eng type	hull ins factor	liability ins base	liability ins plus/seat
PC-12	turboprop	3	helicopter jet single eng piston turboprop Twin eng piston	2.250% 0.300% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$300 \$250
NOTE: MUST SORT DATA (COLS A,B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13,

1997.

Basic National Payscale 1998

GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A"

IV

III

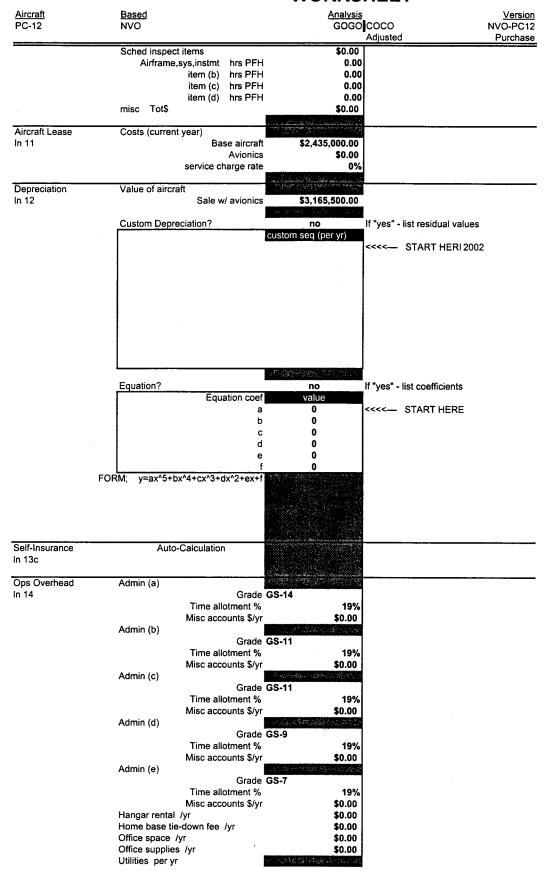
0.00% 0.00% 0.00% 0.00% 2.11%
0.00% 0.00%
0.00%
2.11%

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A" Source: OMP, 1998

Aircraft PC-12 Based NVO Analysis
GOGO COCO
Adjusted

Version NVO-PC12 Purchase

			Adjusted	Purchase
Line builing Front				
Line-by-Line Front E	=na A-76	START		
		V V	NOTES	
Fuels & Lubs In 1	Fuel type	Jet A		
ın ı	Consumption (gal/hr) % DOD	60 100%		
	unit cost \$/gal DOD	\$1.50	<u>'</u>	
	unit cost \$/gal COMM	\$2.00		
	Other consumables	3%	oil	
		A STATE OF THE STA		
Crew Costs in 2	Rental rate/day per diem rate	\$0.00 \$0.00		
111 2	Number of crew	\$ 0.00	.]	
	Grade (for overtime)	GS-12		
	Num hourly crew (a)	0		
	Straight time hrs/yr	2087		
	Overtime hrs/yr	0		
	Overtime factor	0	1	
	Num hourly crew (b) Straight time hrs/yr	0	1	
	Hourly wage rate	\$0.00		
	Overtime hrs/yr	0		
	Overtime rate	0		
	Misc/yr	Partition (Section 1877) Property		
	Total variable crew costs			
	Item b			
	Remo	. \$0.00		
Lease/Rent	Lease/Rent Flt Hrs/yr			
In 3	a plane	0		
	b plane]	
	c plane			
	Lease/Rent rates/hr	**************************************		
	a plane b plane			
	c plane		İ	
		A STATE OF STATE OF STATE		
Landing/Tie-down	Landing fee /td	\$0.00		
In 4	Tie-down fee/day	\$0.00		
Maint/Spare	Maint labor man-hrs PFH	1.0700	NVO FF Pers costs	
In 5	Res for engine restoration PFH		AC Cost evaluator	
•	Res for dynamic component & life	4.4.10	1 10 0001 01010101	
	limited parts PFH	\$1.76	AC Cost Evaluator Prop	
	misc	\$0.00	<u> </u>	
	misc	\$0.00	·	
	misc	\$0.00		
Crew Cost Fixed	Crew (a)			
In 9		GS-13		
	Time allotment %			
	Training costs \$/yi		AC Cost Evaluator	
	Crew (b)	The Control of the Co	divided by 50%	
		GS-12		
	Time allotment % Training costs \$/yi		AC Cost Evaluator	
	Crew (c)	\$2,400.00	AC Cost Evaluator	
		GS-12		
	Time allotment %	100%		
	Training costs \$/yi	\$2,400.00	AC Cost Evaluator	
Maint Cont	A:		1000-15-1	
Maint Cost In 10	Airframe,sys,instmt hrs PFH Avionics hrs PFH		AC Cost Evaluator	
10	misc hrs PFH		•	
	item (d) hrs PFH			
	Material costs	\$0.00		
*	Airframe,sys,instmt \$ PFH		AC Cost Evaluator	
	Avionics \$PFH			
	misc \$PFH			
	item (d) \$ PFH	\$0.00	i	



		1101110		
Aircraft	<u>Based</u>	Analysis		Version
PC-12	NVO	GOGO	coco	NVO-PC12
. • .=			Adjusted	Purchas
	Phone	\$0.00		
	Electricity			
	Oil/Gas heat	the state of the s	İ	
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
	111130 73.	on the territories and the state of the second		
Admin Overhead	Admin (a)	to the property of the control of the property of the		
	Admin (a)	GS-12	İ	
In 15				
	Time allotment %			
	Misc accounts \$/yr	\$0.00		
	Admin (b)	THE BUSINESS PROPERTY OF ST		
	Grade	GS-9		
	Time allotment %	0%	i	
	Misc accounts \$/yr	· ·		
	•			
	Admin (c)	Car Mark Strate Control of the Control	*	
		GS-7		
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00	İ	
	Office space /yr	\$0.00		
	Office supplies /yr	\$0.00	l	
	• • •	\$0.00 		
	Utilities /yr			
	Phone		1	
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00		
	Water	\$0.00	İ	
	Building maintenance /yr	\$0.00	· ·	
		\$0.00		
	misc /yr	\$0.00		
		A Secretary of the Company of the Co		
Cost Cap/Finance	Auto-Calculation			
in 16				
			i	
Contract Cost	Contract vari cost PFH	\$575.00	OAS Source J Hess	
In 19	Contract fixed cost PFH	\$1,752.00	OAS Source J Hess	
111 (9	Contract fixed cost 1 1 1			
5 3 4 306	Ni	The state of the s		
Daily Avail/Guar	Number guar hrs/yr	***		
In 20a	Hourly guar rate	\$0.00		
		Salah Kalandaran Kalandaran		
Add'l Pilot Crew	Hrs/yr for extra crew	250		
In 20b	Hourly rate	\$40.00		
200		THE RESERVE OF THE PROPERTY OF THE	i	
A 120 84.1.1	16	0		
Add'l Maint	Hours/yr added maint	U		
In 20c				
		San San San San San San San San San San		
Airfrm Alt/Eqpt Install	Airframe alts	\$0.00		
In 20d	Equipment instal	\$0.00	l	
		STATE OF THE STATE	İ	
None Gov't Eqpt	lton o			
Notic Gov (Edbt	Item a			
in 20e	Item b		l .	
	Item o	\$0.00]	
Add'i Gnd Suprt	item a	\$0.00		
In 20f	item b		1	
= • •	item o		1	
	nem c	The second secon	i	
T10 (-1:	Des diese setes			
Travel&/diem	Per diem rates	\$0.00		
In 20g	misc costs	\$0.00	j	
		and the contract of the contra		
Servic Eqpt Milage	Equipment costs (not hourly)	ESTATE OF THE PROPERTY OF		·
In 20h	item a	\$0.00		
	item b	·	1	
	item c		1	
	item (d	
		. 00 0754 556 756 756 756 756 756 756	ļ	· · · · · · · · · · · · · · · · · · ·
Airport Fees	Airport fees (ave) \$/trip	\$0.00	J	
In 20i		1965	i	
Other costs				
			1	
In 20:		, 4 0.00	1	
In 20j	item a			
In 20j	item t	\$0.00	}	
In 20j		\$0.00		

			110111101		
Aircraft	Based		<u>Analysis</u>		<u>Version</u>
PC-12	NVO		GOGO	coco	NVO-PC12
1 0-12				Adjusted	Purchase
Con'tr Admin Costs	Admin (a)	100			
In 21	Autilit (a)	Grade GS-1	4		
ın 21	Time all	otment %	0%		
		ounts \$/yr	\$0.00		
		Junto Wy	70.00		
	Admin (b)	Grade GS-1	3		
	Time all	otment %	8%		
		ounts \$/vr	\$0.00		
		Julius Dryl	40.00		
	Admin (c)	Grade GS-1	2		
	_ . ,,		0%		
		otment %			
		ounts \$/yr	\$0.00		
	Admin (d)		A 11/2 - 11/2 A		
		Grade GS-9			
		otment %	0%		
	Misc acc	ounts \$/yr	\$0.00		
	Admin (e)	+ 3	r ann a the comment of the		
	, ,	Grade GS-9)		
	Time all	otment %	0%		
	Misc acc	ounts \$/yr	\$0.00		
		53.0			
One-time Conv'n Costs	Material costs \$/yr		\$0.00		
in 22	material desired to ye	Grade GS-1	12		
111 22	Time all	ocation %	0%		
	11110 411	Moving	\$0.00		
		Retraining	\$0.00		
		ounts \$/yr	\$0.00		
	Misc acc	Grade GS-1			
	Time a all	ocation %	0%		
	rime an		\$0.00		
		Moving	\$0.00		
		Retraining			
	Misc acc	ounts \$/yr	\$0.00		
		Grade GS-9			
	Time all	ocation %	0%		
		Moving	\$0.00		
		Retraining	\$0.00		
	Misc aco	ounts \$/yr	\$0.00		
	Other 1-time costs \$/yr		\$0.00		
			<u> </u>		
Gain on Disp'l/Transfer	To be sold/trans		no		
In 23	Value of aircraft		\$0.00		
===	Unpaid balance		\$0.00		
	Cost of disposal		\$0.00		
Conversion Differential		. N. W. S.	to and the Carlotte Section 1862 in the		
In 28	Auto-Calculatio	n			
N1 20	, lato-Calculatio			•	

\$92.70	<<< To line 1 >>>>	Total (Costs F	uels and Lul	bricants (PFH)	
	Analysis		gogo	coco	Adjusted	version
I .	AIRCRAFT	PC-12	•	•		NVO-PC12
	Based	NVO				Purchase
	Fuel type	Jet A				
	Consumption (gal/hr)		60			
	% DOD		100%			
	unit cost \$/gal		\$1.50			
İ	% 0	ther	0%			
	unit cost \$/gal		\$2.00			
	DOD fuel cost	:	\$90.00	(Consumptio	on (gal/hr) * % D0	DD * unit cost \$/gal DOD)
	Other fuel cost		\$0.00	(Consumption	on (gal/hr) * % oth	ner * unit cost \$/gal other)
	Total fuel cost PFH			\$90.0	00	
	Other consumables		3%	\$2.7	70	
	Total costs fuels&lubs PFH	l		\$92.7	70 (Total fuel co	st PFH+Tot lub cost PFH)

\$0.00	<<< To line 2 >>>>	Crew Co	sts (PFH)			
	Analysis		GOGOCO	co	Adjusted	
1	AIRCRAFT	PC-12	_			NVO-PC12
	Based	NVO				Purchase
	Hours flown/yr		250			
	Nights from base/yr		0			
	Rental rate/day		\$0.00			
i	Days of car rental		0			
	per diem rate		\$0.00			(Nights from base/yr*per diem rate*
-	Number of crew		2			Number of crew+car rate*days rented)/
1				\$0.00	PFH	Hours flown/yr
1	Grade (for overtime)	GS-12				
1	Num hourly crew (a)		0			
	Straight time hrs/yr		2087			
ł	Hourly wage rate		\$28.89			
	Overtime hrs/yr		0			
	Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
	Overtime rate		\$0.00			Hourly wage rate+Overtime hrs/yr*
				\$0.00	PFH	Overtime rate)/Hours flown/yr)
1	Num hourly crew (b)		0			
	Straight time hrs/yr		0			
	Hourly wage rate		\$0.00			
	Overtime hrs/yr		0			
i	Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
	Overtime rate		0			Hourly wage rate+Overtime hrs/yr*
				\$0.00	PFH	Overtime rate)/Hours flown/yr)
	Misc/yr					
	Total variable crew costs		\$0.00			
	Item b		\$0.00			
	Item c		\$0.00			///
1				\$0.00	PFH.	((Item a + Item b + Item c)/hrs)
				\$0.00	PFH	(sum of items above)

\$0.00	<<< To line 3 >>>>	Total Aircraft Lease or R	tental Costs (PFH)	· · · · · · · · · · · · · · · · · · ·
	Analysis	GOGO COCO	Adjusted	version
ł	AIRCRAFT	PC-12		NVO-PC12
	Based	NVO		Purchase
	Lease/Rent Flt Hrs/yr			
	a plane	0		
	b plane	0		
	c plane	0		
	Total Lse/Rnt Hrs/yr		0 (a plane hrs +b pl	lane hrs +c plane hrs)
	Lease/Rent rates/hr			
	a plane	\$0.00		
	b plane	\$0.00		
	c plane	\$0.00		
	Annual Costs			
	a plane		\$0.00 (a plane hrs* a pla	ane rate)
	b plane		\$0.00 (b plane hrs* b pla	ane rate)
	c plane		\$0.00 (c plane hrs* c pla	ane rate)
	Total Annual \$Ls/Rt		\$0.00 (a plane \$/yr +b p	plane \$/yr + c plane \$/yr)
			\$0.00 PFH (Total \$/yr /	Total Flt hrs/yr)

	osts (PFH)	Down co	ding Fee and Tie	Total Lar	<<< To line 4 >>>>	\$0.00
version	Adjusted		GOGO COCO		Analysis	
NVO-PC12			•	PC-12	AIRCRAFT	
Purchase				NVO	Based	
			250		Hours flown/yr	
			250		Legs flown/yr	
			\$0.00		Landing fee /td	
∍e)	(landings*landing fee)	\$0.00			Total landing fee/yr	
			0		Nights from base/yr	
			\$0.00		Tie-down fee/day	
ie-down fee)	(Nights form base*tie-de	\$0.00			Total tie-down fee/yr	
fee +	PFH ((Tot landing fee					
ırs/yr)	tot tie-down fee) / hrs/y	\$0.00				

PC-12 NVO	GOGO CO	co	Adjus	ted	version NVO-PC12
	250 1.0700 \$24.22	\$25.92	PFH	(5a)	Purchase (Maint labor man-hrsPFH* Labor rate \$/hr)
		\$70.48 \$1.76 \$0.00 \$0.00 \$0.00	PFH PFH PFH PFH PFH	(5b) (5c) (5d) (5e) (5f)	(sum items 5a-5f)
			\$24.22 \$25.92 \$70.48 \$1.76 \$0.00 \$0.00	\$24.22 \$25.92 PFH \$70.48 PFH \$1.76 PFH \$0.00 PFH	\$24.22 \$25.92 PFH (5a) \$70.48 PFH (5b) \$1.76 PFH (5c) \$0.00 PFH (5d) \$0.00 PFH (5e) \$0.00 PFH (5f)

\$197,073.95 <<<< To line 9 >>>>	Crew Costs (fixed)			
Analysis	GOGO CO	oco	Adjusted	version
AIRCRAFT	PC-12		•	NVO-PC12
Based	NVO			Purchase
Crew (a)				
Grade	GS-13			
Salary	\$71,686.07			
Time allotment %	33%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$1,250.00		(Salary*Time allotment %+	
Tot (a)		\$32,582.91	Benefits %of salary+Misc)	
Crew (b)				
Grade	GS-12			
Salary	\$60,283.52			
Time allotment %	100%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$2,400.00		(Salary*Time allotment %+	
Tot (b)		\$82,245.52	Benefits %of salary+Misc)	
Crew (c)				
Grade	GS-12			
Salary	\$60,283.52			
Time allotment %	100%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$2,400.00		(Salary*Time allotment %+	
Tot (c)		\$82,245.52	Benefits %of salary+Misc)	
		\$197,073.95	Total crew costs (fixed)	

			Maintenance Costs	>>>>	\$20,463.85 <<<< To line 10
version	Adjusted		GOGO COCO		Analysis
NVO-PC12			PC-12		AIRCRAFT
Purchase			NVO		Based
			250		Hours flown/yr
			\$24.22		labor rate \$/hr
					Sched maint items
(hrs*rate a*hrsPFH)		\$6,478.85	1.07	hrs PFH	Airframe,sys,instmt
(hrs*rate b*hrsPFH)		\$0.00	0.00	hrs PFH	Avionics
(hrs*rate c*hrsPFH)		\$0.00	0.00	hrs PFH	misc
(hrs*rate d*hrsPFH)		\$0.00	0.00	hrs PFH	item (d)
					Material costs
		\$13,985.00	\$55.94	\$ PFH	Airframe, sys, instmt
		\$0.00	\$0.00	\$ PFH	Avionics
		\$0.00	\$0.00	\$ PFH	misc
		\$0.00	\$0.00	\$ PFH	item (d)
(sum all maint)	\$20,463.85			st	Tot sched maint co
			\$0.00	s	Sched inspect item
(hrs*rate a*hrsPFH)		\$0.00	\$0.00	hrs PFH	
(hrs*rate b*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (b)
(hrs*rate c*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (c)
(hrs*rate d*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (d)
(sum all inspect items)	\$0.00			cost	Tot sched inspect
	\$0.00				misc Tot\$
(Sched maint+					35
Sched inspect)	\$20,463.85				

\$0.00	<<<< To line 11 >>>>	Aircraft Lease	_			
	Analysis		GOGOCO	co	Adjusted	versio
	AIRCRAFT	PC-12	•			NVO-PC1
	Based	NVO				Purchase
	Time period - years		10			
	Costs (current year)					
	Base aircraft	\$2,435	,000.00			
	Avionics		\$0.00			
	Total cost (on-line year)			\$2,563,266.06	(base+avionics inflated)	
	Capital charge/yr			\$0.00	(total cost/time period)	
	Lease charge/yr					
	depreciation		\$0.00		(wrksht 12)	
	interest	\$156	,359.23		(wrksht 16)	
	Tot lease charge/yr			\$156,359.23	(dep+int)	
	Lease/Purchase					
	charge/yr					
	capital	\$256	,326.61		(total cost/time period)	
	interest	\$156	,359.23		(wrksht 16)	
	service charge rate		0%			
	service charge		\$0.00		(capital*rate)	
•	Tot lease /purchase					
	chrg/yr			\$412,685.84		
	Cost free aircraft			\$0.00	(from above)	
				\$0.00	Purchase 1	

(\$60,223.39) <<<< To li	ne 12 >>>>	Deprecia	tion			
Analysis			GOGO	oco .	Adjusted	
AIRCRAFT		PC-12	•			NVO-PC12
Based		NVO				Purchase
Time period -	years		10			
Value of aircraft	t			no	Custom Depreciation	on?
Purch	nase w/ avionics	;	\$2,563,266.06	no	Equation?	
	Sale w/ avionics	i	\$3,165,500.00			
Depreciation/yr				(\$60,223.39)	((Purchase w/ avio	nics-Sale
					w/ avionics)/ time p	eriod)

\$22,997.96 <<< To line 13c >>>	Self-Insurance			
Analysis	gogolcoc	0	Adjusted	versio
AIRCRAFT	PC-12	_	•	NVO-PC1
Based	NVO			Purchase
Value of aircraft	\$2,563,266.06			
Number of seats	3			
Insurance factors				
hul	0.0055		(fm common data cht)	
liability (base	00.000,8\$		(fm common data cht)	
liability (/seat	\$300.00		(fm common data cht)	
Tot cost hull		\$14,097.96	(value of aircraft*hull in	ns factor)
Liability				
base	\$8,000.00			
Tot per seat adde	\$900.00		(liability ins*num of sea	ats)
Tot cost liability		\$8,900.00	(base+seat adder)	
Total self ins cost		\$22,997.96	(Tot hull ins+Tot liabilit	ty ins)

			MACKV		
\$65,647.64 <<<< To line 14 >>>>	Operati	ons Overh			
Analysis		GOGO	coco	Adjusted	version
AIRCRAFT	PC-12			•	NVO-PC12
Based	NVO				Purchase
	1400				, 4,5,,55
Admin (a)					
	e GS-14	:			
Şalar		4,711.80			
Time allotment 9	6	19%			
Benefits %of salar	y	32.45%			
Misc accounts \$/	/F	\$0.00			(Salary*Time allotment %+
Tot (a			\$21,318.15		Benefits %of salary+Misc)
Admin (b)	,				
	e GS-11				
Ī		0,299.39			
Salar	•				
Time allotment 9		19%			(Calan ATima
Benefits %of salar	•	32.45%			(Salary*Time
Misc accounts \$/		\$0.00			allotment %+Benefits %
Tot (I)		\$12,658.09		of salary+Misc)
Admin (c)					
	e GS-11				
Sala		0,299.39			
Time allotment		19%			
1		32.45%			(Salary*Time
Benefits %of sala	•				
Misc accounts \$/		\$0.00			allotment %+Benefits %
Tot (e	;)		\$12,658.09		of salary+Misc)
Admin (d)					
Grad	e GS-9				
Sala	v \$4	1,570.31			
Time allotment ⁴		19%			
Benefits %of sala		32.45%			(Salary*Time
Misc accounts \$/		\$0.00			allotment %+Benefits %
		\$0.00	\$10,461.38		of salary+Misc)
Tot (c	1)		\$10,401.30		OI Salary+WilsC)
Admin (e)					
1	e GS-7				
Sala		3,982.75			
Time allotment '	6	19%			
Benefits %of sala	γ	32.45%			(Salary*Time
Misc accounts \$/	yr	\$0.00			allotment %+Benefits %
Tot (\$8,551.93		of salary+Misc)
Tot personnel	•			\$65,647.64	(sum personnel items)
Tot personner				423,504	//
llestel		\$ 0.00			
Hanger rental		\$0.00			
Home base tie-down fee		\$0.00			
Office space		\$0.00			
Office supplies		\$0.00			
Utilities					
Phor	e	\$0.00			
Electric	tv	\$0.00			
Oil/Gas he	-	\$0.00			
Wat		\$0.00			
	21	\$0.00			
Building maintenance		•			
misc		\$0.00			
Tot non-personnel				\$0.00	
				\$65,647.64	Total ops ovrhd costs

				\$0.00 <<<< To line 15 >>>> Adm	\$0.
versio	Adjusted		GOGO COCO	Analysis	
NVO-PC1			2	AIRCRAFT PC-	
Purchase			(Based NVC	
				Admin (a)	
			12	Grade GS-	
			\$60,283.52	Salary	
			0%	Time allotment %	
			32.45%	Benefits %of salary	
	(Salary*Time allotment %+		\$0.00	Misc accounts \$/yr	
	Benefits %of salary+Misc)	\$0.00		Tot (a)	
				Admin (b)	
			•	Grade GS-	
			\$41,570.31	Salary	
			0%	Time allotment %	
			32.45%	Benefits %of salary	
	(Salary*Time allotment %+		\$0.00	Misc accounts \$/yr	
	Benefits %of salary+Misc)	\$0.00	•	Tot (b)	
				Admin (c)	
			7	Grade GS-	
			\$33,982.75	Salary	
			0%	Time allotment %	
			32.45%	Benefits %of salary	
	(Salary*Time allotment %+		\$0.00	Misc accounts \$/yr	
	Benefits %of salary+Misc)	\$0.00	******	Tot (c)	
				, ,	
		\$0.00		Tot personnel	
			\$0.00	Office space	
			\$0.00	Office supplies	
				Utilities	
			\$0.00	Phone	
			\$0.00	Electricity	
			\$0.00	Oil/Gas heat	
			\$0.00	Water	
			\$0.00	Building maintenance	
			\$0.00	misc	
		#0.00			
		\$0.00		Tot non-personnel	
	Total admin overhead costs	\$0.00			

\$93,590.99 <<<< To line 16 >>>>	Cost of Capital or Finance Expense GOGO COCO		
Analysis AIRCRAFT Based Value of aircraft Time period - years	PC-12 NVO \$2,563,266.06 10 6.100%	Adjusted	version NVO-PC12 Purchase
Interest rate Annual levelized finan cost	*****	\$93,590.99	

\$581,750.00	<<< To line 19 >>>>	Total Contract Cost			
	Analysis	GOGO CO	co	Adjusted	version
	AIRCRAFT	PC-12			NVO-PC12
ļ	Based	NVO			Purchase
	Hours flown/yr	250			
	Contract vari cost PFH	\$575.00			
	Contract fixed cost PFH	\$1,752.00			
	Total cost PFH	\$2,327.00		(vari+fixed)	
	Total cost		\$581,750.00	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Ava	ilability/Guarantee r	nours		
	Analysis		GOGO COCO		Adjusted	version
 	AIRCRAFT	PC-12	-			NVO-PC12
· •	Based	NVO				Purchase
1	Number guar hrs/yr		. 0			
1	Hourly guar rate		\$0.00			
1	Tot cost of guarantee			\$0.00	(guar hrs/yr*hourly rate)	

\$10,000.00 <<<< To line 20b >>>>	Additional Pilot and Crew Charges		
Analysis AIRCRAFT Based Hrs/yr for extra crew Hourly rate	GOGO COCO PC-12 NVO 250 \$40.00	Adjusted	version NVO-PC12 Purchase
Tot cost extra crew	\$10,000.00	(hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additiona	l Maintenance Su	port		
	Analysis AIRCRAFT Based Hours/yr added maint Hourly rate	PC-12 NVO	0 \$24.22		Adjusted	version NVO-PC12 Purchase
	Tot added maint cost			\$0.00	(hrs/yr*hourly rate)	

\$0.00	<<< To line 20d >>>>	Airframe Alterations/Equipn	nent Installation	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	PC-12		NVO-PC12
1	Based	NVO		Purchase
	Time period - yrs	. 10		
	Airframe alts	\$0.00		
	Equipment instal	\$0.00		
	tot alt/install cost		\$0.00 (airframe alts+equi	p install)/yrs

\$0.0	\$0.00 <<<< To line 20e >>>>		Equipment not Provided by Government			nt	
	Analysis AIRCRAFT Based		PC-12 NVO	GOGO COCO		Adjusted	version NVO-PC12 Purchase
	Time period - yrs	Item a		10 \$0.00			
		ltem b		\$0.00	•		
		Item c		\$0.00			
	tot equipment cost				\$0.00	(item a+Item b+item c)/yr	s

\$0.00	<<< To line 20f >>>>	Additiona	I Ground Service	Support		
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	PC-12	•			NVO-PC12
İ	Based	NVO				Purchase
	item a	l	\$0.00			
	item b	ı.	\$0.00			:
	item o	;	\$0.00	•		
	tot grnd serv spprt cost			\$0.00	(item a+item b+item c)	

 \$0.00	Travel and per Diem		
Analysis AIRCRAFT Based	GOGO COCO PC-12 NVO	Adjusted	version NVO-PC12
Nights from base/yr Per diem rates	0 \$0.00		Purchase
misc costs	\$0.00		
tot trav&per diem costs		\$0.00 (#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service Equipment Mileage				
1	Analysis	PC-12	coco		Adjusted	version NVO-PC12
	AIRCRAFT Based	NVO				Purchase
	Equipment costs (not hourly)					
-	item a		\$0.00			
	item b	1	\$0.00			
	item c	;	\$0.00			
	tot eqpt costs			\$0.00	(item a+item b+item c)	

\$0.00	<<< To line 20i >>>>	Airport Fees		
	Analysis AIRCRAFT Based Legs flown/yr Airport fees (ave) \$/trip	GOGO COCO PC-12 NVO 250 \$0.00	Adjusted	version NVO-PC12 Purchase
	tot airport/yr		\$0.00 (trips/yr*\$/trip)	

\$0.00	<<< To line 20j >>>>	Other Cos	its			
A B	nalysis IRCRAFT ased ther costs	PC-12 NVO	GOGO COCO		Adjusted	version NVO-PC12 Purchase
	item a item b item c		\$0.00 \$0.00 \$0.00			
to	t other costs			\$0.00	(item a+item b+item c)	

	VVOINSTILLT						
\$7,595.86	<><< To line 21 >>>> Contract Administrative Costs						
	Analysis	GOGO	coco	Adjusted	version		
1	AIRCRAFT	PC-12	•		NVO-PC12		
	Based	NVO			Purchase		
	Admin (a)						
1		GS-14					
	Salary	\$84,711.80					
İ	Time allotment %	0%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (a)		\$0.00	Benefits %of salary+Misc)			
	Admin (b)						
	Grade	GS-13					
	Salary	\$71,686.07					
	Time allotment %	8%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (b)		\$7,595.86	Benefits %of salary+Misc)			
	Admin (c)						
	Grade	GS-12					
	Salary	\$60,283.52					
	Time allotment %	0%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (c)		\$0.00	Benefits %of salary+Misc)			
	Admin (d)						
	Grade	GS-9					
	Salary	\$41,570.31					
	Time allotment %	0%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (d)		\$0.00	Benefits %of salary+Misc)			
	Admin (e)						
į	Grade	GS-9					
	Salary	\$41,570.31					
	Time allotment %	0%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yi	\$0.00		(Salary*Time allotment %+			
	Tot (e)		\$0.00	Benefits %of salary+Misc)			
<u> </u>			\$7,595.86	Total admin overhead costs			

\$0.00 <<<< To line 22 >>>>	One Time Conversion Costs		
Analysis	GOGO COCO		Adjusted version
AIRCRAFT	PC-12		NVO-PC12
Based	NVO		Purchase
Time period - yrs	10		
		\$0.00	
Material costs \$/yr		\$0.00	
Grade	GS-12		
Time allocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (a)		\$0.00	(sever+move+retrain+misc)
Grade	GS-12		
Time allocation %			
Severance			
Moving			
Retraining	•		
Misc accounts \$/yr	•		
Tot (b)		\$0.00	(sever+move+retrain+misc)
Grade	GS-9		
Time allocation %			
Severance			
Moving			
Retraining	,		
Misc accounts \$/yr	• •		
Tot (c)		\$0.00	(sever+move+retrain+misc)
Other 1-time costs \$/yr		\$0.00	
Other 1-time costs \$/yi		40.00	
Total conversion costs		\$0.00	(sum of above col)
Annual allocation of con	version costs	\$0.00	(Tot costs/yrs)

\$0.00 <<<< To li	ne 23 >>>> Gain on Dis	posal/Transfer of Assets		
Analysis		gogo coco	Adjusted	version
AIRCRAFT	PC-12	. •		NVO-PC12
Based	NVO			Purchase
Time period -	yrs	10		
To be sold/tra	ins	no		
Value of aircr	aft	\$0.00		
Unpaid balan	ce	\$0.00		
Equity in aircr	aft	\$	0.00 (value-unpaid	d bal)
Cost of dispos	sai		60.00	
Tot gain		\$	60.00 (equity - cost	of disposal)
Gain per time	period		60.00 (tot gain/yrs)	

			ial	ion Differen	Convers	<<< To line 28 >>>>	\$2,627.22
version	Adjusted	A	co	GOGO		nalysis	
NVO-PC12				•	PC-12	IRĆRAFT	
Purchase					NVO	ased	
				. 10		ime period - years	1
				\$0.00		rew cost PFH	1
				250		lours flown/yr	1
	(Crew cost PFH*hours)) (C	\$0.00			Tot crew cost (vari)	
	(line 9)	5 (li	\$197,073.95			Tot crew cost (fix)	
	(wksht 14)	4 (v	\$65,647.64			Ops personnel cost	
	(wksht 15)	o (v	\$0.00			Adm personnel cost	
()	\$262,721.59					ot personnel (Convert)	
(wksht 11)	\$2,563,266.06					iew cap acqustn costs	
				\$0.00		Α	
				2,627.22	9	В	1
				4,081.65	\$6	С	
				2,627.22	9	D	
	\$2,627						

		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	PC-12 NVO	version NVO-PC12 Purchase		
	Gov't cost	Contractor cost		•	
	1st yr	1st yr			
variable costs PFH	l \$191	\$599			
fixed cost PFH	\$1,609	\$1,752			
total costs PFH	\$1,800	\$2,351			
Flight Hours per Yo	25	50		1	10 year analysis
	Costs per	Total '	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$1,800	\$450,033	\$0	\$4,503,462	\$1,801
COGO	\$1,943	\$485,714	\$35,681	\$5,758,452	\$2,303
GOCO	\$2,208	\$552,030	\$101,997	\$5,710,474	\$2,284
coco	\$2,351	\$587,711	\$137,678	\$6,965,464	\$2,786

			Decision Line				
			DO 40	version			
		AIRCRAFT	PC-12	NVO-PC12			
		Based	NVO	Purchase	40		
					10	year analysis	
						Life of Model	
				First Year Review		Decision Line	
			First Year	Line (positive	Life of Model	(positive value	
		Terminal	Conversion	value favors col 1	Conversion	favors col 1	
Initial Structure		Structure	Differential	structure)	Differential	structure)	
GOGO	to	coco	\$2,627	\$140,305	\$31,952	\$2,493,954	
COGO	to	coco	\$2,627	\$104,624	\$31,952	\$1,238,964	
GOCO	to	coco	\$0	\$35,681	\$0	\$1,254,990	
coco	ŧo	coco	· \$0	\$0	\$0	\$0	NA
GOGO	to	GOCO	\$2,627	\$104,624	\$31,952	\$1,238,964	
COGO	to	GOCO	\$66,709	\$133,025	\$791,178	\$743,200	
GOCO	ŧo	coco	\$0	\$0	\$0	\$0	NA
COCO	to	GOCO	\$64,082	\$28,401	\$759,226	(\$495,764)	1
GOGO	to	COGO	\$0	\$35,681	\$0	\$1,254,990	
coco	ŧo	coco	\$0	\$0	\$0	\$0	NA
GOCO	to	COGO	\$2,627	(\$63,689)	\$31,952	\$79,931	
COCO	to	COGO	\$2,627	(\$99,370)	\$31,952	(\$1,175,059)	ı
coco	ŧe	coco	\$0	\$0	\$0	\$0	NA
COGO	to	GOGO	\$64,082	\$28,401	\$759,226	(\$495,764)	1
GOCO	to	GOGO	\$2,627	(\$99,370)	\$31,952	(\$1,175,059)	1
COCO	to	GOGO	\$66,709	(\$70,969)	\$791,178	(\$1,670,823)	

ALBUQUERQUE

DOE Alb	uquerque Presei	nt Fleet - Sh	ould Costs	•							
Aircraft	Year 1	2	3	4	5	6	7	8	9	10	Total
N135DE	\$791,216	\$787,450	\$1,093,862	\$842,951	\$851,275	\$869,197	\$903,556	\$919,191	\$939,649	\$659,431	\$8,657,778
N148DE	\$361,301	\$329,260	\$337,491	\$345,929	\$354,577	\$363,441	\$372,527	\$381,840	\$391,386	\$401,171	\$3,638,923
N162DE	\$427,347	\$471,106	\$482,884	\$494,956	\$507,330	\$520,013	\$533,013	\$546,339	\$559,997	\$573,997	\$5,116,982
N166DE	\$1,816,072	\$1,848,788	\$1,895,007	\$1,942,383	\$1,990,942	\$2,040,716	\$2,091,734	\$2,144,027	\$2,197,628	\$2,252,568	\$20,219,865
N229DE	\$2,077,389	\$2,096,234	\$2,148,640	\$2,202,356	\$2,257,415	\$2,313,850	\$2,371,697	\$2,430,989	\$2,491,764	\$2,554,058	\$22,944,392
N344DD	\$157,427	\$1,043,832	\$1,043,289	\$1,123,185	\$1,238,810	\$1,429,095	\$1,136,527	\$1,293,807	\$1,262,249	\$2,137,002	\$11,865,223
N7232R	\$535,148	\$583,331	\$578,625	\$622,555	\$603,679	\$623,116	\$634,241	\$676,486	\$700,708	\$687,804	\$6,245,693
Totals	\$6,165,901	\$7,160,003	\$7,579,801	\$7,574,319	\$7,804,033	\$8,159,434	\$8,043,302	\$8,392,687	\$8,543,390	\$9,266,041	\$78,688,856

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DOE All	ouquerque Prese	ent Fleet - Costs	Normalized								
Aircraft	Year 1	2	3	4	5	6	7	8	9	10	Total
N135DE	\$968,90	973,506	\$1,236,782	\$1,035,820	\$1,051,091	\$1,074,568	\$1,111,957	\$1,133,961	\$1,160,208	\$1,186,122	\$10,932,921
N148DE	\$408,12	24 \$384,099	\$393,702	\$403,544	\$413,633	\$423,974	\$434,573	\$445,437	\$456,573	\$467,988	\$4,231,647
N162DE	\$664,42	27 \$708,601	\$726,316	\$744,474	\$763,086	\$782,163	\$801,717	\$821,760	\$842,304	\$863,362	\$7,718,210
N166DE	\$2,342,0	17 \$2,389,996	\$2,449,746	\$2,510,990	\$2,573,764	\$2,638,108	\$2,704,061	\$2,771,663	\$2,840,954	\$2,911,978	\$26,133,277
N229DE	\$2,568,69	95 \$2,605,338	\$2,670,472	\$2,737,234	\$2,805,664	\$2,875,806	\$2,947,701	\$3,021,394	\$3,096,929	\$3,174,352	\$28,503,585
· N344DD	\$208,79	97 \$949,408	\$950,945	\$1,019,563	\$1,118,006	\$1,278,719	\$1,037,107	\$1,170,424	\$1,146,432	\$1,877,756	\$10,757,157
N7232R	\$959,46	\$1,012,4 5 3	\$1,021,690	\$1,071,785	\$1,069,881	\$1,100,248	\$1,124,043	\$1,174,135	\$1,209,581	\$1,214,468	\$10,957,747
Totals	\$8,120,43	30 \$9.023.403	\$9,449,656	\$9,523,414	\$9,795,130	\$10,173,592	\$10,161,166	\$10,538,782	\$10,752,990	\$11 coc occ	\$00.004.544
Totals	Ψ0, 120,40	νο ψο,υ20,400	49,449,030	43,323,414	49,793,130	φ10,173,3 3 2	\$10,101,100	J 10,536,762	\$10,752,990	\$11,696,036	\$99,234,544

DOE Albuquerque	Fut	ure Fleet	- GOGO)								
Aircraft	Year	1	2	3	4	5	6	7	8	9	10	Total
NI35DE		\$755,452	\$768,277	\$1,026,822	\$821,431	\$832,182	\$851,478	\$889,484	\$897,299	\$924,601	\$961,357	\$8,728,383
N148DE		\$435,732	\$446,625	\$457,791	\$469,236	\$480,967	\$492,991	\$505,316	\$517,948	\$530,897	\$544,170	\$4,881,673
N162DE		\$435,732	\$446,625	\$457,791	\$469,236	\$480,967	\$492,991	\$505,316	\$517,948	\$530,897	\$544,170	\$4,881,673
NI66DE		\$1,631,711	\$1,672,503	\$1,714,316	\$1,757,174	\$1,801,103	\$1,846,131	\$1,892,284	\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,677
N229DE		\$1,631,711	\$1,672,503	\$1,714,316	\$1,757,174	\$1,801,103	\$1,846,131	\$1,892,284	\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,677
N344DD		\$1,008,276	\$975,442	\$966,025	\$1,024,824	\$961,174	\$1,262,823	\$1,009,833	\$1,131,214	\$1,094,706	\$1,812,913	\$11,247,230
ADD DC-9		\$1,631,711	\$1,672,503	\$1,714,316	\$1,757,174	\$1,801,103	\$1,846,131	\$1,892,284	\$1,939,591	\$1,988,081	\$2,037,783	\$18,280,677
ADD LR35		\$755,452	\$768,277	\$1,026,822	\$821,431	\$832,182	\$851,478	\$889,484	\$897,299	\$924,601	\$961,357	\$8,728,383
Totals		\$8,285,777	\$8,422,755	\$9,078,199	\$8,877,680	\$8,990,781	\$9,490,154	\$9,476,285	\$9,780,481	\$9,969,945	\$10,937,316	\$93,309,373

The above future fleet is based on:

425 hours for each of the DC-9's

255 hours for each of the Dash 6's

325 hours for the Lear 35

350 hours for the Gulfstream III

Staffing of 45 positions for a total cost of \$2,454,001

Ops. O/H at actual costs from the staffing plan, G&A is 12% of the gross labor and benefits

Variable maintenance labor costs are man-hours per flight hour from the LCCA or the Aircraft Cost Evaluator

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes nurchase of the additional DC-9 at \$4,000,000, and the Lear 35 at \$3,425,000

DOE All	buquero	ue Futi	ure Fleet -	GOCO									, ,
Aircraft		Year	1	2	3	4	5	6	7	8	9	10	Total
N135DE	LR-35		\$776,999	\$790,363	\$1,049,460	\$844,635	\$855,966	\$875,857	\$914,472	\$922,911	\$950,854	\$988,266	\$8,969,743
N148DE	DHC-6		\$453,818	\$465,164	\$476,793	\$488,712	\$500,930	\$513,453	\$526,290	\$539,447	\$552,933	\$566,757	\$5,084,297
N162DE	DHC-6		\$453,818	\$465,164	\$476,793	\$488,712	\$500,930	\$513,453	\$526,290	\$539,447	\$552,933	\$566,757	\$5,084,297
N166DE	DC-9		\$1,696,313	\$1,738,721	\$1,782,189	\$1,826,744	\$1,872,412	\$1,919,223	\$1,967,203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
N229DE	DC-9		\$1,696,313	\$1,738,721	\$1,782,189	\$1,826,744	\$1,872,412	\$1,919,223	\$1,967,203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
N344DD	GIII		\$1,068,633	\$1,037,308	\$1,029,437	\$1,089,822	\$1,027,796	\$1,331,111	\$1,079,829	\$1,202,959	\$1,168,245	\$1,888,291	\$11,923,431
Add DC-9	DC-9		\$1,696,313	\$1,738,721	\$1,782,189	\$1,826,744	\$1,872,412	\$1,919,223	\$1,967,203	\$2,016,383	\$2,066,793	\$2,118,463	\$19,004,434
Add LR35	LR-35	•	\$776,999	\$790,363	\$1,049,460	\$844,635	\$855,966	\$875,857	\$914,472	\$922,911	\$950,854	\$988,266	\$8,969,783
Totals			\$8,619,206	\$8,764,525	\$9,428,510	\$9,236,748	\$9,358,824	\$9,867,400	\$9,862,962	\$10,176,824	\$10,376,198	\$11,353,726	\$97,044,923

The above future fleet is based on:

425 hours for each of the DC-9's

255 hours for each of the Dash 6's

325 hours for each Lear 35

350 hours for the Gulfstream III

Ops. O/H at actual costs from the staffing plan

G&A is at 12% of direct labor and benefits, plus 6% of direct labor and benefits for Profit/Fee

Variable maintenance labor costs are man-hours per flight hour from the LCCA or the Aircraft Cost Evaluator

Maintenance labor costs are split 50% to direct costs (variable) and 50% to fixed costs with the fixed cost share distributed to all aircraft based on flight hours

Ops. O/H is distributed to all aircraft based on total flight hours

Year one excludes purchase of the additional DC-9 at \$4,000,000, and the LR-35 at \$3,425,000

	ajt Cost Evalu		MD 87
DIRECT COST - S	MD 83	DC 9-30	MD 87
Fuel (1)	2,309.26	1,915.80	2,214.50
Fuel Additives	0.00	0.00	0.00
Lubricants	0.00	0.50	0.00
Maintenance Labor (2)	247.65	429.65	321.75
Parts Airframe/Eng/Avion (3)	113.86	197.71	148.05
Engine Restoration (4)	333.32	217.28	333.32
Thrust Reverser Overhaul	10.00	10.00	10.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	15 .00	15.00	15.00
Dynamic Comp/Life Ltd Parts	0.00	0.00	0.00
Misc Exp Landing/Parking	80.00	60.50	74.75
- Crew Expenses	135.00	135.00	135.00
- Supplies/Catering	84.00	84.00	84.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0:00	0.00
Total Direct Cost/Hour	3,328.09	3,064.94	3,336.37
Average Block Speed-Mph. (5)	430	385	.431
Total Direct Cost/St. Mile	7.74	7.96	7.74
FOOTNOTES - \$ Operation:	1 - 2 Aircraft	Jate: 5/6/20	001
Type of Operation:	Corporate	Corporate	Corporate
1 /Fuel Cost	2.06	2.06	2.06
Gallons/Hour	1121	930	1075

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Type of Operation: 1 /Fuel Cost Gallons/Hour 2 /Maint. Labor Cost/Hour Maint. Hours/Flight Hours 3 /Incl. Engine Parts Cost 4 /Overhaul Cost Source 5 /Block Speed Source 6 /Crew Salary Source Number of Crew 7 /Insured Hull Value Hull Insurance Rate (%) 8 /Modernization 9 /Refurbish Labor Hrs/Seat 10/Comp. Mx Program Source 11/Weather Service Source 12/Aircraft Purchase Price	Corporate 2.06 1121 65.00 3.81 No 99JSSI Comp Oper Exper 98 NBAA +6% 2 33785000 0.15 .4% x Price 105 MxManager Typical 33785000	2.06 930 65.00 6.61 No 9955SI Comp Crer Exper 98 NBAA +6% 2 10052433 0.75 .4% x Price 105 MxManager Typical 10052433	Corporate 2.06 1075 65.00 4.95 No 99JSSI Comp Estimated 98 NBAA +6% 2 20609894 0.15 .4% x Price 105 MxManager Typical 20609894
Depreciation Rate 13/Market Depr % / Year	10% per yr 4	11% per yr	10% per yr 4

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FIXED COST - \$	MD 83	DC 9-30	MD 87
Crew Salaries - Captain (6)	95,188	95,188	95,188
- Co Pilot	68,900	<i>68,900</i>	68,900
- Flt Eng/Other	0	\mathcal{C}	0
- Benefits	49,226	49,226	49,226
Hangar - Typical	143,558	143,558	143,558
Insurance - Hull (7)	50,678	75,393	30,915
Admitted Liability	5,250	5,250	5,250
Legal Liability	16,000	16,000	16,000
Recurrent Training	47,400	47,400	47,400
Aircraft Modernization (8)	135,140	40,210	82,440
Navigation Chart Service	9,921	9,921	9,921
Refurbishing (9)	129,675	129,675	129,675
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	2,235	2,235	2,235
Other Fixed Costs	,0	С	0
Fractional Cost/Yr + Tax	0	<i>C</i>	0
Book Depreciation (12)	3,378,500	1,005,243	2,060,989
Total Fixed Cost/Year	4,133,521	1,690,050	2,743,547
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
Utilization - St. Miles	200,000	200,000	200,000
- Hours	465	519	464
Direct Cost	1,547,562	1,590,704	1,548,076
Fixed Cost	4,133,521	1,690,050	2,743,547
Total Cost (Book Dep.)	5,681,083	3,280,754	4,291,623
- Per Hour	12,217	6,321	9,249
- Per St. Mile	28.41	16.40	21.46
- Per Seat St. Mile	1.50	.86	1.13
Total Cost (No Depreciation)	2,302,583	2,275,510	2,230,634
- Per Hour	4,952	4,384	4,807
- Per St. Mile	11.51	11.38	11.15
- Per Seat St. Mile	. 61	.60	. 59
Total Cost (No Depreciation)	2,302,583	2,275,510	2,230,634
Market Depreciation (13)	1,351,400	402,097	824,396
Total Cost (Market Dep.)	3,653, 983	2,677,608	3,055,029
- Per Hour	7,858	5,159	6,584
- Per St. Mile	18.27	13.39	15.28
- Per Seat St. Mile	.96	.70	.80

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Page 2

GENERAL - S	MD 83	DC 9-30	MD 87
	6.80	6.80	6.80
Cabin-Height (Ft.)	10.10	10.10	10.10
- Width	101.00	55.80	83.50
- Length	6,780.00	3,745.00	5,605.00
Cabin volume (Cu. Ft.)	6.00	6.00	6.00
Cabin Door Height (Ft.) - Width	2.80	2.80	2.80
Baggage -Int. (Cu.Ft.)	245.00	195.00	205.00
- External	1,013.00	433.00	695.00
Typical Crew/Pass Seating	2/19	2/19	2/19
Weight-Max Take-off (Lbs.)	160,000	121,000	149,500
- Maximum Landing	139,550	110,000	130,000
- Basic Operating	84,950	63,200	78,100
- Usable Fuel	46,699	39,125	46,699
Payload-Full Fuel (Lbs.)	28,0 90	18,675	24,701
- Maximum	37 , 0 50	34,80C	31,875
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000	37,500		31,000
- Pre Owned Rng/1000	, /	8,000/8,000	/
PERFORMANCE Range - NBAA IFR St. Miles	2.215	2,550	3,425
Seats Full Tanks Full	3,315 3,400	2,930	3,550
Range - 30 Min. Res St. Miles Seats Full Tanks Full Bal. Field Length-MTOW (Ft.) Landing Distance - FAR 121	7,150 5,200	5,80C 4,97C	6,800 5,020
Rate of Climb-All Eng.Ft/Min)			
- One Engine Out			
Cruise Speed - Max(KTAS) - Normal - Long Range Stall Speed (IAS)	500 475	490	500 475
Ceiling - Service (Ft.) - Service OEI - Hover IGE - Hover OGE			

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DIRECT COST - \$	DC 9-30	B 737-200	B 727-100EX
Fuel (1)	1,915.80	1,959.06	3,139.44
Fuel Additives	0.00	0.00	0.00
Lubricants	0.00	0.00	0.00
Maintenance Labor (2)	429.65	418.60	484.90
Parts Airframe/Eng/Avion (3)	197.71	147.67	226.43
Engine Restoration (4)	217.28	217.28	419.31
Thrust Reverser Overhaul	10.00	12.00	15.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	15.00	20.00	15.00
Dynamic Comp/Life Ltd Parts	0.00	0.00	0.00
Misc Exp Landing/Parking	60.50	58.50	84.50
- Crew Expenses	135.00	135.00	202.50
- Supplies/Catering	84.00	84.00	88.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	3,064.94	3,052.11	4,675.08
Average Block Speed-Mph. (5)	385	395	437
Total Direct Cost/St. Mile	7.96	7.73	10.70

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

Corporate	Corporate	Corporate
2.06	2.06	2.06
930	951	1524
65.00	65.00	65.00
6.61	6.44	7.46
No	No	No
99JSSI Comp	Estimated	99JSSI Comp
Oper Exper	Oper Exper	Oper Exper
98 NBAA +6%	98 NBAA +6%	98 NBAA +6%
2	2	3
10052433	13263772	6407101
0.75	0.75	0.75
.4% x Price	.4% x Price	.4% x Price
105	105	105
MxManager	MxManager	MxManager
Typical	Typical	Typical
10052433	13263772	6407101
10% per yr	10% per yr	10% per yr
4	4	4
	930 65.00 6.61 No 99JSSI Comp Oper Exper 98 NBAA +6% 2 10052433 0.75 .4% x Price 105 MxManager Typical 10052433 10% per yr	2.06 2.06 930 951 65.00 65.00 6.61 6.44 NO NO 99JSSI Comp Estimated Oper Exper Oper Exper 98 NBAA +6% 98 NBAA +6% 2 2 10052433 13263772 0.75 0.75 .4% x Price 105 105 MxManager Typical 10052433 13263772 10% per yr 10% per yr

FIXED COST - \$	DC 9-30	B 737-200	B 727-100EX
Crew Salaries - Captain (6)	95,188	95,188	95,188
- Co Pilot	68,900	68,900	68,900
- Flt Eng/Other	0	0	70,490
- Benefits	49,226	49,226	70,373
Hangar - Typical	143,558	143,558	143,558
Insurance - Hull (7)	75,393	99,478	48,053
Admitted Liability	5,250	5,250	5,500
Legal Liability	16,000	16,000	16,000
Recurrent Training	47,400	47,400	71,100
Aircraft Modernization (8)	40,210	<i>53,055</i>	25,628
Navigation Chart Service	9,921	9,921	9,921
Refurbishing (9)	129,675	129,675	129,675
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	2,235	2,235	2,235
Other Fixed Costs	0	0	-,
Fractional Cost/Yr + Tax	Ö	0	0
Book Depreciation (12)	1,005,243	1,326,377	640,710
Total Fixed Cost/Year	1,690,050	2,048,114	1,399,182
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
Utilization - St. Miles	200,000	200,000	200,000
- Hours	519	506	458
Direct Cost	1,590,704	1,544,368	2,141,187
Fixed Cost	1,690,050	2,048,114	1,399,182
Total Cost (Book Dep.)	3,280,754	3,592,482	3,540,369
- Per Hour	6,321	7,100	7,730
- Per St. Mile	16.40	17.96	17.70
- Per Seat St. Mile	.86	. 95	. 93
Total Cost (No Depreciation)	2,275,510	2,266,105	2,899,659
- Per Hour	4,384	4,478	6,331
- Per St. Mile	11.38	11.33	14.50
- Per Seat St. Mile	.60	.60	.76
Total Cost (No Depreciation)	2,275,510	2,266,105	2,899,659
Market Depreciation (13)	402,097	530,551	256,284
Total Cost (Market Dep.)	2,677,608	2,796,656	3,155,943
- Per Hour	5,159	5,527	6,891
ICI MOUL			
- Per St. Mile	13.39	13.98	15.78 .83

GENERAL - \$	DC 9-30	B 737-200	B 727-100EX
Cabin-Height (Ft.)	6.80	7.30	7.30
- Width	10.10	11.60	11.60
- Length	55.80	68.50	72.70
Cabin volume (Cu. Ft.)	3,745.00	4,636.00	5,133.00
Cabin Door Height (Ft.)	6.00	6.00	6.00
- Width	2.80	2.80	2.80
Baggage -Int. (Cu.Ft.)	195.00	95.00	400.00
- External ·	433.00	875.00	0.00
Typical Crew/Pass Seating	2/19	2/19	3/19
Weight-Max Take-off (Lbs.)	121,000	117,000	169,000
- Maximum Landing	110,000	109,000	142,500
- Basic Operating	63,200	59,235	95,000
- Usable Fuel	39,125	28,354	73,400
Payload-Full Fuel (Lbs.)	18,675	21,411	1,560
- Maximum	34,800	35,765	28,500
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000		33,500	
- Pre Owned Rng/1000	8,000/8,000	/	3,500/23,400
PERFORMANCE			·
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full	2,550	2,091	3,580
Range-NBAA IFR Res (N.Mi.)	2,550 2,930	2,091 2,191	3,580 3,880
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	•	· ·	·
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full	2,930	2,191	3,880
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	•	· ·	·
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.)	2,930 5,800	2,191 9,100	7,600
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	2,930 5,800	2,191 9,100	7,600
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,930 5,800 4,970	2,191 9,100 5,845	7,600 7,682
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal	2,930 5,800 4,970	2,191 9,100 5,845 489 433	7,600 7,682 453
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,930 5,800 4,970	2,191 9,100 5,845	7,600 7,682
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range	2,930 5,800 4,970	2,191 9,100 5,845 489 433 430	7,600 7,682 453

COMMITTEE C

DIRECT COST - \$	Learjet 35A	HS 125-600A	Falcon 20F
Fuel (1)	407.88	811.64	714.82
Fuel Additives	3.96	0.00	0.00
Lubricants	0.00	9.74	0.00
Maintenance Labor (2)	190.45	301.60	302.25
Parts Airframe/Eng/Avion (3)	149.06	261.22	251.97
Engine Restoration (4)	214.74	518.90	285.72
Thrust Reverser Overhaul	11.00	0.00	12.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	0.00	22.66	22.71
Dynamic Comp/Life Ltd Parts	0.00	0.00	0.00
Misc Exp Landing/Parking	9.15	12.50	14.33
- Crew Expenses	135.00	135.00	135.00
- Supplies/Catering	32.00	40.00	44.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	1,153.24	2,113.26	1,782.80
Average Block Speed-Mph. (5)	428	407	408
Total Direct Cost/St. Mile	2.69	5.19	4.37

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

Type of Operation:	Corporate	Corporate	Corporate
	_	•	-
1 /Fuel Cost	2.06	2.06	2.06
<i>Gallons/Hour</i>	198	394	347
2 /Maint. Labor Cost/Hour	65.00	65.00	65.00
Maint. Hours/Flight Hours	2.93	4.64	4.65
3 /Incl. Engine Parts Cost	No	No	No
4 /Overhaul Cost Source	99JSSI Comp	Estimated	99JSSI Comp
5 /Block Speed Source	AC Manual	AC Manual	AC Manual
6 /Crew Salary Source	98 NBAA +6%	98 NBAA +6%	98 NBAA +6%
Number of Crew	2	2	2
7 /Insured Hull Value	4425000	1355000	4100000
Hull Insurance Rate (%)	0.25	0.25	0.25
8 /Modernization	.4% x Price	.4% x Price	.4% x Price
9 /Refurbish Labor Hrs/Seat	30	40	40
10/Comp. Mx Program Source	MxManager	MxManager	MxManager
11/Weather Service Source	Typical	Typical	Typical
12/Aircraft Purchase Price	4425000	1355000	4100000
Depreciation Rate	10% per yr	10% per yr	10% per yr
13/Market Depr % / Year	5	.5	5

FIXED COST - \$	Learjet 35A	HS 125-600A	Falcon 201
Crew Salaries - Captain (6)	67,302	79,500	79,500
- Co Pilot	45,050	58,645	58,645
- Flt Eng/Other	. 0	. 0	
- Benefits	33,706	41,444	41,44
Hangar - Typical	40,307	54,479	54,479
Insurance - Hull (7)	11,063	3,388	10,250
Admitted Liability	2,000	2,500	2,750
Legal Liability	14,000	14,000	14,000
Recurrent Training	14,200	21,600	21,600
Aircraft Modernization (8)	17,700	5,420	16,400
Navigation Chart Service	2,765	5,184	5,18
Refurbishing (9)	11,700	20,800	23,400
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	2,235	2,235	2,23
Other Fixed Costs	0		2,200
Fractional Cost/Yr + Tax	o	0	
Book Depreciation (12)	442,500	135,500	410,000
Total Fixed Cost/Year	706,377	446,544	741,73
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
Utilization - St. Miles	200,000	200,000	200,000
- Hours	467	491	490
Direct Cost	538,563	1,037,611	873,572
Fixed Cost	706,377	446,544	741,73
Total Cost (Book Dep.)	1,244,940	1,484,155	1,615,30
- Per Hour	2,666	3,023	3,29
- Per St. Mile	6.22	7.42	8.0
- Per Seat St. Mile	1.04	.93	. 90
Total Cost (No Depreciation)	802,440	1,348,655	1,205,30
- Per Hour	1,718	2,747	2,46
- Per St. Mile	4.01	6.74	6.0.
- Per Seat St. Mile	.67	.84	.6
Total Cost (No Depreciation)	802,440	1,348,655	1,205,30
Market Depreciation (13)	221,250	<i>67,750</i>	205,00
Total Cost (Market Dep.)	1,023,690	1,416,405	1,410,30
- Per Hour	2,192	2,885	2,87
- Per St. Mile	5.12	7.08	7.0.
101 00. 11110	0.22		

GENERAL - \$	Learjet 35A	HS 125-600A	Falcon 201
Cabin-Height (Ft.)	4.30	5.80	5.70
- Width	4.90	6.00	6.10
- Length	12.90	21.30	24.40
Cabin volume (Cu. Ft.)	268.00	604.00	700.00
Cabin Door Height (Ft.)	4.20	4.30	4.80
- Width	3.00	2.30	2.70
Baggage -Int. (Cu.Ft.)	40.00	40.00	60.00
- External	0.00	0.00	0.00
Typical Crew/Pass Seating	2/6	2/8	2/9
Weight-Max Take-off (Lbs.)	18,300	25,000	28,660
- Maximum Landing	15,300	22,000	27,320
- Basic Operating	10,310	14,100	17,900
- Usable Fuel	6,198	9,450	9,098
Payload-Full Fuel (Lbs.)	1,992	1,450	1,662
- Maximum	3,190	1,450	1,700
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000	4,795	2,000	6,497
	,	· • · · · ·	•
- Pre Owned Rng/1000 PERFORMANCE	2,250/4,600	·/	2,495/2,995
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full	1,930	1,090	2,495/2,995 1,340
PERFORMANCE Range-NBAA IFR Res (N.Mi.)			
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full	1,930	1,090	1,340
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	1,930	1,090	1,340
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full	1,930 2,125	1,090 1,190	1,340 1,500
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.)	1,930 2,125 5,300	1,090 1,190 5,950 3,701	1,340 1,500 5,075 3,320
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	1,930 2,125 5,300 4,400	1,090 1,190 5,950	1,340 1,500 5,075
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min)	1,930 2,125 5,300 4,400 4,340	1,090 1,190 5,950 3,701 3,550	1,340 1,500 5,075 3,320 3,300 715
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	1,930 2,125 5,300 4,400 4,340 1,280	1,090 1,190 5,950 3,701 3,550 420	1,340 1,500 5,075 3,320 3,300 715
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal	1,930 2,125 5,300 4,400 4,340 1,280	1,090 1,190 5,950 3,701 3,550 420 460 436	1,340 1,500 5,075 3,320 3,300 715 460 435
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	1,930 2,125 5,300 4,400 4,340 1,280 470 436	1,090 1,190 5,950 3,701 3,550 420	1,340 1,500 5,075 3,320 3,300 715
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range	1,930 2,125 5,300 4,400 4,340 1,280 470 436 424	1,090 1,190 5,950 3,701 3,550 420 460 436 402	1,340 1,500 5,075 3,320 3,300 715 460 435 392 83
PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	1,930 2,125 5,300 4,400 4,340 1,280 470 436 424 89	1,090 1,190 5,950 3,701 3,550 420 460 436 402	1,340 1,500 5,075 3,320 3,300 715 460 435 392

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DIRECT COST - \$	G - III	CL 601-3AER	Falcon 50
Fuel (1)	1,104.16	599.46	735.42
Fuel Additives	0.00	0.00	0.00
Lubricants	0.00	0.00	0.00
Maintenance Labor (2)	300.95	253.50	184.60
Parts Airframe/Eng/Avion (3)	349.01	268.30	183.12
Engine Restoration (4)	290.72	449.56	342.66
Thrust Reverser Overhaul	17.00	0.00	0.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	31.40	30.80	24.40
Dynamic Comp/Life Ltd Parts	0.00	0.00	0.00
Misc Exp Landing/Parking	34.85	22.30	19.40
- Crew Expenses	135.00	135.00	135.00
- Supplies/Catering	56.00	44.00	44.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	2,319.09	1,802.92	1,668.60
Average Block Speed-Mph. (5)	440	422	439
Total Direct Cost/St. Mile	5.27	4.27	3.80

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

1 /Fuel Cost Gallons/Hour 2 /Maint. Labor Cost/Hour Maint. Hours/Flight Hours 3 /Incl. Engine Parts Cost 4 /Overhaul Cost Source 5 /Block Speed Source 6 /Crew Salary Source Number of Crew 7 /Insured Hull Value Hull Insurance Rate (%) 8 /Modernization 9 /Refurbish Labor Hrs/Seat	98 NBAA +6% 2 13150000 0.20 .4% x Price 105	2.06 291 65.00 3.90 No 99JSSI Comp Mftr Data 98 NBAA +6% 2 18046000 0.20 .4% x Price 105	Corporate 2.06 357 65.00 2.84 No 99JSSI Comp AC Manual 98 NBAA +6% 2 15100000 0.20 .4% x Price 105
9 /Refurbish Labor Hrs/Seat 10/Comp. Mx Program Source 11/Weather Service Source 12/Aircraft Purchase Price	MxManager Typical 13150000	MxManager Typical 18046000	MxManager Typical 15100000
Depreciation Rate 13/Market Depr % / Year	10% per yr 4	10% per yr 4	10% per yr 4

Crew Salaries - Captain (6) 95,188 95,188 95,188 - Co Pilot 68,900 68,900 68,900 68,900 - Fit Eng/Other 0 0 - Benefits 49,226 49,226 49,226 49,226 Anguar - Typical 104,724 104,724 104,724 104,724 104,724 Insurance - Hull (7) 26,300 36,092 30,275 2,7 Legal Liability 3,500 2,750 2,7 Legal Liability 16,000 16,00	FIXED COST - \$	G - III	CL 601-3AER	Falcon 50
- CO Pilot 68,900 68,900 68,900 68,9 - Fit Eng/Other 0 0 0 - Benefits 49,226 49,226 49,226 Hangar - Typical 104,724 104,724 104,727 Insurance - Hull (7) 26,300 36,092 30,2 Admitted Liability 3,500 2,750 2,7 Legal Liability 16,000 16,000 16,00 Recurrent Training 28,000 31,200 28,4 Aircraft Modernization (8) 52,600 72,184 60,4 Aircraft Modernization (8) 52,600 72,184 60,4 Aircraft Modernization (8) 52,600 72,184 60,4 Refurbishing (9) 81,900 61,425 61,4 Computer Mx. Program (10) 1,850 1,850 1,8 Weather Service (11) 2,235 2,235 2,2 Other Fixed Costs 0 0 Fractional Cost/Yr + Tax 0 0 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET - \$ Corporate Corpo		95 188	95.188	95,188
- Filt Eng/Other - Benefits 49,226 49,226 49,226 49,226 Hangar - Typical 104,724 104,724 104,727 Insurance - Hull (7) 26,300 36,092 30,2 Admitted Liability 16,000	_			68,900
## Benefits # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,226 # 49,22 # 104,724 # 106,000 # 16,000 #		_	_	0
Hangar - Typical 104,724 104,724 104,724 30,27	•	•		49,226
Insurance - Hull (7)		*		104,724
Admitted Liability 3,500 2,750 2,7 Legal Liability 16,000 16,000 16,000 16,0 Recurrent Training 28,000 31,200 28,4 Aircraft Modernization (8) 52,600 72,184 60,4 Navigation Chart Service 9,921 9,921 9,9 Refurbishing (9) 81,900 61,425 61,4 Computer Mx. Program (10) 1,850 1,850 1,850 Weather Service (11) 2,235 2,235 2,2 Other Fixed Costs 0 0 Fractional Cost/Yr + Tax 0 0 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET - \$ Corporate Corporate Corporate Utilization - St. Miles 200,000 200,000 200,00 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14,55 16.05 14 - Per Seat St. Mile 1,555,300 1,406,280 1,292,1 - Per Hour 3,507 2,967 (6,1 - Per Seat St. Mile 7,98 7.03 66 - Per Seat St. Mile .66 .78 Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile .66 .78 Total Cost (Mo Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile .66 .78 Total Cost (Mo Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile .66 .78 Total Cost (Mo Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour .663 4,490 604,6 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per St. Mile .66 3,490 4,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .663 4,490 4,1				30,200
Legal Liability		· · · · · · · · · · · · · · · · · · ·		2,750
Recurrent Training 28,000 31,200 28,4 Aircraft Modernization (8) 52,600 72,184 60,4 Navigation Chart Service 9,921 9,921 9,9 Refurbishing (9) 81,900 61,425 61,4 Computer Mx. Program (10) 1,850 1,850 1,8 Weather Service (11) 2,235 2,235 2,23 Other Fixed Costs 0 0 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET - \$ Corporate Corporate Corporat Utilization - St. Miles 200,000 200,000 200,00 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile 7.98 7.03 6 Per Seat			•	16,000
Aircraft Modernization (8) 52,600 72,184 60,4 Navigation Chart Service 9,921 9,921 9,921 9,921 Refurbishing (9) 81,900 61,425 61,4 Computer Mx. Program (10) 1,850 1,850 1,8 Weather Service (11) 2,235 2,235 2,2 Other Fixed Costs 0 0 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET-\$ Corporate Corporate Corporate Utilization - St. Miles 200,000 200,000 200,00 - Hours 455 474 474 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,11 - Per Seat St. Mile 1,21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,6 - Per Seat St. Mile 7,98 7.03 6 Per Seat St. Mile 1,55 3,50 1,406,280 1,292,1 - Per Seat St. Mile 6,66 .78 Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile .66 .78 Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile .66 .78 Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,6 - Per Seat St. Mile .66 .78 Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 4,663 .78 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .663 4,490 4,1 - Per St. Mile .666 .78	Legal Diability	10,000		
Aircraft Modernization (8) 52,600 72,184 60,4 Navigation Chart Service 9,921 9,921 9,921 9,921 Computer Mx. Program (10) 1,850 1,850 1,8 Weather Service (11) 2,235 2,235 2,2 Other Fixed Costs 0 0 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET-\$ Corporate Corporate Corporate Utilization - St. Miles 200,000 200,000 200,00 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,14 - Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 7.03 6 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 7.03 6 Per Seat St. Mile 1.55 1.50 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 7.98 7.03 6 Per Seat St. Mile 1.55 1.50 7.8 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 7.98 7.03 6 Per Hour 4,663 7.98 7.03 6 Per Hour 4,663 7.98 7.03 6 Per Hour 4,663 7.98 7.03 6 Per Hour 4,663 7.98 7.03 6 Per Hour 4,663 7.98 7.03 6 Per Hour 4,663 7.98 7.03 7.09,60 7.21,840 604,00 7.21,840 604,00 7.21,840 604,00 7.21,840 604,00 7.21,840 7.98 7.09 7.21,840 7.98 7.98 7.99 7.99 7.99 7.99 7.99 7.99	Recurrent Training	28,000	31,200	28,400
Navigation Chart Service 9,921 9,921 9,921 9,921 9,921 9,921 9,921 9,921 9,921 9,921 9,921 61,425 61,4 61,425 61,4 <td></td> <td></td> <td>72,184</td> <td>60,400</td>			72,184	60,400
Refurbishing (9)		·		9,921
Computer Mx. Program (10) 1,850 2,225 2,235 2,235 2,235 2,225 2,		-		61,425
Weather Service (11) 2,235 2,235 2,235 2,2 Other Fixed Costs 0 0 0 0 Fractional Cost/Yr + Tax 0 0 0 1,510,00 Book Depreciation (12) 1,315,000 1,804,600 1,510,0 Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET - \$ Corporate Corporate Corporate Corporate Utilization - St. Miles 200,000 200,000 200,000 200,000 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14. - Per Seat St. Mile 1,291 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Total Cost (No Depreciation) <t< td=""><td></td><td>·</td><td></td><td>1,850</td></t<>		·		1,850
Other Fixed Costs Fractional Cost/Yr + Tax O Book Depreciation (12) Total Fixed Cost/Year ANNUAL BUDGET - \$ Corporate Corporate Utilization - St. Miles - Hours Direct Cost Fixed C	<u>-</u>			2,235
### Fractional Cost/Yr + Tax			0	-,
Total Fixed Cost/Year 1,855,344 2,356,296 2,041,2 ANNUAL BUDGET-\$ Corporate Corporate Utilization - St. Miles 200,000 200,000 200,00 4721,840 604,0		-	0	O
ANNUAL BUDGET - \$ Corporate Corporate Corpora Utilization - St. Miles 200,000 200,000 200,0 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per Seat St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Amarket Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64	Book Depreciation (12)	1,315,000	1,804,600	1,510,000
Utilization - St. Miles 200,000 200,000 200,000 - Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64	Total Fixed Cost/Year	1,855,344	2,356,296	2,041,219
- Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per Seat St. Mile 14.55 16.05 14. - Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per Seat St. Mile 7.98 7.03 6. - Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.	ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
- Hours 455 474 4 Direct Cost 1,055,186 854,584 760,8 Fixed Cost 1,855,344 2,356,296 2,041,2 Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per Seat St. Mile 14.55 16.05 14. - Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per Seat St. Mile 7.98 7.03 6. - Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.	Utilization - St Miles	200.000	200.000	200,000
Fixed Cost		•	·	456
Fixed Cost	Direct Cost	1.055.186	854,584	760,882
Total Cost (Book Dep.) 2,910,531 3,210,880 2,802,1 - Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				2,041,219
- Per Hour 6,397 6,774 6,1 - Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				2,802,101
- Per St. Mile 14.55 16.05 14 Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				6,145
- Per Seat St. Mile 1.21 1.78 1. Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 - Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				14.01
- Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				1.56
- Per Hour 3,507 2,967 2,8 - Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.	Total Cost (No Depreciation)	1,595,530	1,406,280	1,292,101
- Per St. Mile 7.98 7.03 6 Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				2,834
- Per Seat St. Mile .66 .78 . Total Cost (No Depreciation) 1,595,530 1,406,280 1,292,1 Market Depreciation (13) 526,000 721,840 604,0 Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.		· ·		6.46
Market Depreciation (13)526,000721,840604,0Total Cost (Market Dep.)2,121,5312,128,1201,896,1- Per Hour4,6634,4904,1- Per St. Mile10.6110.649.				. 72
Market Depreciation (13)526,000721,840604,0Total Cost (Market Dep.)2,121,5312,128,1201,896,1- Per Hour4,6634,4904,1- Per St. Mile10.6110.649.	Total Cost (No Depreciation)	1,595,530	1,406,280	1,292,101
Total Cost (Market Dep.) 2,121,531 2,128,120 1,896,1 - Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.				604,000
- Per Hour 4,663 4,490 4,1 - Per St. Mile 10.61 10.64 9.	-			1,896,101
- Per St. Mile 10.61 10.64 9.	· · · · · · · · · · · · · · · · · · ·			4,158
				9.48
- Per Seat St. Mile 88 1.18 1.	- Per Seat St. Mile	.88	1.18	1.05

GENERAL - \$	G - III	CL 601-3AER	Falcon 50
Cabin-Height (Ft.)	6.10	6.10	5.80
- Width	7.30	8.20	6.10
- Length	41.30	28.30	23.50
Cabin volume (Cu. Ft.)	1,345.00	1,035.00	700.00
Cabin Door Height (Ft.)	5.20	5.80	5.00
- Width	3.00	3.00	2.60
Baggage -Int. (Cu.Ft.)	157.00	115.00	25.00
- External	0.00	0.00	90.00
Typical Crew/Pass Seating	2/12	2/9	2/9
Weight-Max Take-off (Lbs.)	69,700	44,600	38,800
- Maximum Landing	58,500	36,000	35,715
- Basic Operating	39,500	26,250	22,000
- Usable Fuel	28,090	17,755	15,520
Payload-Full Fuel (Lbs.)	2,610	745	
- Maximum	4,500	3,250	1,280 3,570
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000	16,000	18,336	15,000
	-0,000	10,000	
- Pre Owned Rng/1000 PERFORMANCE	9,900/12,995	/	12,000/14,750
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full	3,460	3,480	12,000/14,750 2,863
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.)			· · · · · · · · · · · · · · · · · · ·
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	3,460	3,480	2,863
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full	3,460 3,750	3,480 3,620	2,863 3,119
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	3,460	3,480	2,863
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	3,460 3,750 5,400 4,500	3,480 3,620 5,875 4,927	2,863 3,119 5,000 3,600
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Tanks Full Balanced Field Length (Ft.)	3,460 3,750 5,400	3,480 3,620 5,875	2,863 3,119 5,000
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min)	3,460 3,750 5,400 4,500 4,210 1,470	3,480 3,620 5,875 4,927 4,035 1,047	2,863 3,119 5,000 3,600 3,430 592
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	3,460 3,750 5,400 4,500 4,210 1,470 500	3,480 3,620 5,875 4,927 4,035 1,047	2,863 3,119 5,000 3,600 3,430 592
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal	3,460 3,750 5,400 4,500 4,210 1,470 500 478	3,480 3,620 5,875 4,927 4,035 1,047 459 443	2,863 3,119 5,000 3,600 3,430 592 480 431
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	3,460 3,750 5,400 4,500 4,210 1,470 500	3,480 3,620 5,875 4,927 4,035 1,047	2,863 3,119 5,000 3,600 3,430 592
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range	3,460 3,750 5,400 4,500 4,210 1,470 500 478 427	3,480 3,620 5,875 4,927 4,035 1,047 459 443 425	2,863 3,119 5,000 3,600 3,430 592 480 431 410

AND THE PROPERTY OF THE PROPER

DIRECT COST - \$	DHC 6-300	
Fuel (1) Fuel Additives Lubricants	191.58 0.00 0.00	
Maintenance Labor (2) Parts Airframe/Eng/Avion (3)	72.80 58.45	
Engine Restoration (4) · Thrust Reverser Overhaul Propeller Overhaul APU Overhaul Dynamic Comp/Life Ltd Parts	119.98 0.00 1.60 0.00 0.00	
Misc Exp Landing/Parking - Crew Expenses - Supplies/Catering - Other Fractional Cost/Hour + Tax	6.25 135.00 48.00 0.00 0.00	
Total Direct Cost/Hour Average Block Speed-Mph. (5)	633.66 188	
Total Direct Cost/St. Mile	3.37	

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

Type of Operation:	Corporate
1 /Fuel Cost	2.06
Gallons/Hour	93
2 /Maint. Labor Cost/Hour	65.00
Maint. Hours/Flight Hours	1.12
3 /Incl. Engine Parts Cost	No
4 /Overhaul Cost Source	99JSSI Comp
5 /Block Speed Source	Mftr Data
6 /Crew Salary Source	98 NBAA +6%
Number of Crew	2
7 /Insured Hull Value	1590412
Hull Insurance Rate (%)	0.55
8 /Modernization	.4% x Price
9 /Refurbish Labor Hrs/Seat	20
10/Comp. Mx Program Source	MxManager
11/Weather Service Source	Typical
12/Aircraft Purchase Price	1590412
Depreciation Rate	10% per yr
13/Market Depr % / Year	6

DHC 6-300	
61,268	
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31,100	
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0,000	
9,800	
6,362	
1,277	
13,000	•
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159,041	
372,828	
Corporate	
/18	
454,968	
372,828	
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669 751	
668,754	
931	
931 4.95	
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931 4.95 .50 668,754	
931 4.95 .50 668,754 95,425 764,179	
931 4.95 .50 668,754 95,425 764,179 1,064	
931 4.95 .50 668,754 95,425 764,179	
	61,268 42,400 0 31,100 24,147 8,747 3,600 8,000 9,800 6,362 1,277 13,000 1,850 2,235 0 0 159,041 372,828 Corporate 135,000 718 454,968 372,828 827,795 1,153 6.13

GENERAL - \$	DHC 6-300	
Cabin-Height (Ft.)	4.90	
- Width	5.27	
- Length	18.50	
Cabin volume (Cu. Ft.)	384.00	
Cabin Door Height (Ft.)		
- Width	4.17	
	4.67	
Baggage -Int. (Cu.Ft.)	88.00	
- External	38.00	
Typical Crew/Pass Seating	2/10	
Weight-Max Take-off (Lbs.)	12,500	
- Maximum Landing	12,300	
- Basic Operating	7,377	
- Usable Fuel	2,457	
Payload-Full Fuel (Lbs.)	2,666	
- Maximum	5,123	
Certified/IFR Certified	Yes/Yes	
Price - New (Typical)/1000	1,900	
- Pre Owned Rng/1000	. /	
PERFORMANCE		
Range-NBAA IFR Res (N.Mi.) Seats Full	540	
Range-NBAA IFR Res (N.Mi.)	540 580	
Range-NBAA IFR Res (N.Mi.) Seats Full		
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full	580	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.)	2,700	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	580	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.)	2,700	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	2,700 2,200	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	2,700 2,200 1,440	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,700 2,200 1,440 300	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal	2,700 2,200 1,440 300	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	2,700 2,200 1,440 300	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	2,700 2,200 1,440 300 175 150 58	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS) Ceiling-Service (Ft.)	2,700 2,200 1,440 300 175 150 58 27,700	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS) Ceiling-Service (Ft.) - Service OEI	2,700 2,200 1,440 300 175 150 58	
Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS) Ceiling-Service (Ft.)	2,700 2,200 1,440 300 175 150 58 27,700	



Cost Of Ownership Analysis

For:

DOE AL N334DD

9-Jun-00

Aircraft:

Gulfstream III

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

New Mexico

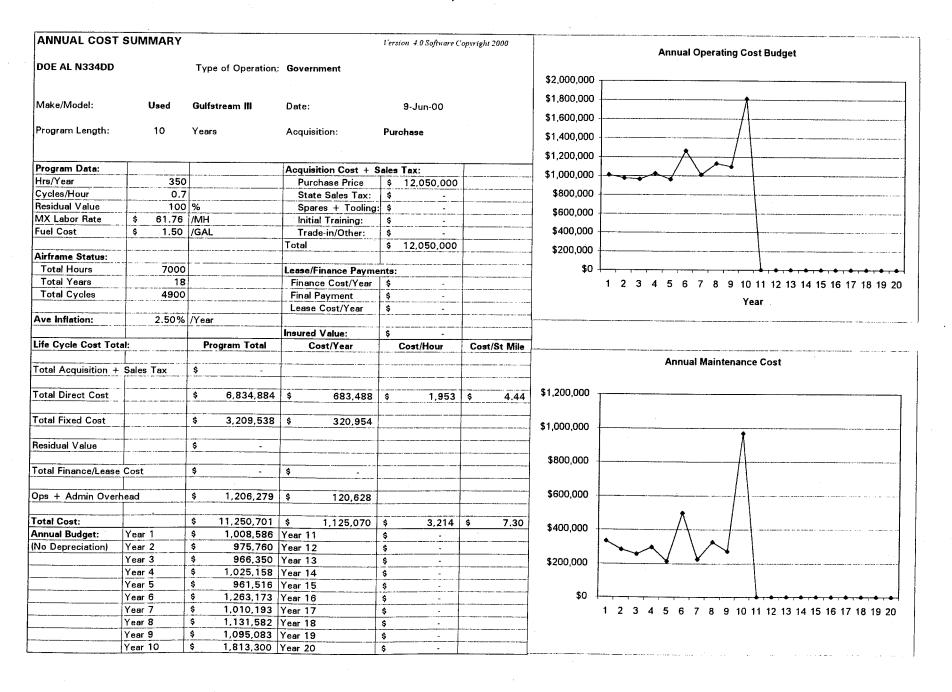
Additional state taxes or fees not included in the analysis that may be applicable:

- Aircraft Registration Fee

Notes:

Gulfsteam III Future Fleet GOCO

Life Cycle Cost 2000



Life Cycle Cost 2000

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
	1 Windshield (2)	\$ 108,000	0.28			
	2					
	3					
	4					
	5					
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19	9					,
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22	2					
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25	5					
26	3					
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28	3					
29					- 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3	
30)					****

ngine Restoral/Heavy Maintenance		Total Cost		Prem Removals	Frequency			
		Name:	(Current \$)		/1000 HR	Hours	Cycles	Years
Inspection 1 H.S.I (First Run)		\$ 200,000			3500		10	
	2	Overhaul (First Run)	\$	410,000		7000		20
	3	H.S.I (Second Run)	\$	50,000		10500		30
	4	Overhaul (Second Run)	\$	40,000		14000		40
	5							
Replacement	1						7074-9	
	2							
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	10							

Maintenance Cost Data

Gulfetream III

Database Date:

Jan-00

ANNUAL COST

(Page 1)

7-Jun-00.

(Page 2)

DOE AL N344DD

Government

Make/Model:

Used Gulfstream III

Acquisition: Purchase

350 Hours/Year

Aircraft Value:

Residual Value: \$

Variable Cost	ear	1	T	2		3		4		5	T	6	Г	7		8		9		10		Total
Fuel		\$	\$	212,315	\$	217,623	\$	223,064	\$	228,640	\$	234.357	\$	240.215	Ś	246,221	Ś	252,376	ŝ	258,686	\$	2,113,498
Fuel Additives		\$ -	\$	-	\$	-	\$		\$		\$	-	\$	-	ŝ		ŝ		\$		Š	2,110,750
Maint Labor		\$.	\$	110,783	\$	118,923	\$	126,615	\$	134,617	\$	142,939	\$	151,594	Š	160.592	Ś	169,946	Ś	179,667	Š	1,295,676
Parts		\$ 17,181	\$	128,596	\$	138,045	\$	146,974	\$	156,262	\$	165,923	\$	175.970	ŝ	186,415	Ś	197,272	Ś	208,556	-	1,521,195
Inspections		\$ -	\$	92,378	\$	38,821	\$	97,055	\$	10,210	\$	288,085	+	10,727	\$	107,130	ŝ	45,020	Š	112,554	4	801,980
Engine Restoral		\$ -	\$	-	\$	-	\$		\$		\$		\$		Ś		ŝ	-	Ś	624,431	Š	624,431
Engine Guaranteed Mx Plan		\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	ŝ	-	Š		Š	
Avionics Guaranteed Mx Plan		\$ -	\$	-	\$		\$	-	\$	-	\$	•	\$	-	\$	-	Š	-	Ś		\$	
Component Overhaul (All)		\$ -	\$	-	\$	22,063	\$	-	\$	151,774	\$		\$	-	Ś	-	Ś		Ś		Š	173,837
Life Limited Components (All)		\$ -	\$	10,849	\$	11,120	\$	11,398	\$	11,683	\$	11,975	\$	12,274	\$	12,581	\$	12.896	Ś	13,218	Ś	107,993
Other Services			1				İ		1 -	·	-						·				Š	- 107,000
Flight Hour Cost		\$ -	\$	-	\$		\$	-	\$	•	\$	-	\$	-	\$		\$		Ś		ŝ	
Fixed Cost		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	•	Ś		\$		Ś		ŝ	
Landing/Parking Fees		\$ -	\$	2,594	\$	2,659	\$	2,725	\$	2,793	\$	2.863	\$	2,935	\$	3,008	ŝ	3,083	Ś	3,160	Š	25,820
Crew Expenses		\$ 3,817	\$	35,782	\$	36,676	\$	37,593	\$	38,533	\$	39,496	\$	40,484	\$	41,496	Ś	42,533	ŝ	43,597	Š	360,007
Small Supplies		\$ -	\$	-	\$		\$		\$	-	\$		\$		\$		\$		\$		\$	
Total Variable C	ost	\$ 20,998	Ś	693.296	Ś	585,930	Ś	645 423	ŝ	734,513	ŝ	885,638	-	634,199	\$	757,443		722 127	61	442 000		7.024.437

Fixed Cost	Year	1	Π	2	T	3	1	4	Ι	5	Т	6	Γ	7	Γ	8	Γ	9	Ι.	10		Total
Salaries		 	1		1		_		†		_		-		-							1 Otal
Pilot/Flight Crew		\$	\$	127,504	\$	130,691	\$	133,959	\$	137,308	\$	140,740	\$	144,259	ŝ	147,865	ŝ	151,562	Ś	155,361	ŝ	1.269.239
Maintenance Technicians		\$	\$	45,508	\$	46,646	\$	47,812	\$	49,007	\$	50,232		51,488	\$	52,776	ŝ	54,095		66,447	Ś	453,010
Other		\$ -	\$	24,299	\$	24,906	\$	25,529	\$	26,167	\$	26,821	\$	27,492	\$	28,179	\$	28,883		29,606	Š	241,881
Benefits		\$ -	\$	48,913	\$	50,136	\$	51,389	\$	52,674	\$	63,991	\$	66,341	\$	56,724	ŝ	58,142	-	69,696	Ś	486,908
Hangar		\$ -	\$	-	\$		\$	-	\$	-	\$		\$		\$		\$		\$		Ś	700,000
Insurance					-																\$	
Hull		\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	ŝ		Ś		Ś	
Liability		\$ 421	\$	3,075	\$	3,152	\$	3,231	\$	3,311	\$	3,394	\$	3,479	\$	3,566	\$	3,655	Ś	3,747	Š	31,031
Miscellaneous																					\$,
Training Pilot/Maint		\$ 109,770	\$	27,265	\$	27,947	\$	28,645	\$	29,361	\$	30,095	\$	30,848	\$	31,619	\$	32,410	\$	33,220	\$	381,180
Management Fee		\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$		Ś		Ś		Š	
Brokerage Fee		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		Ś		\$	
New Int/Paint/Avionics		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	- 1	\$		\$		Ś		Š	-
Modernization		\$ -	\$	-	\$	- 1	\$	-	\$		\$		\$		\$	-	\$		ŝ		\$	
Nav/Weather Services		\$ -	\$		\$	-	\$	-	\$		\$		\$	-	\$		\$		ŝ		ŝ	
Comp Maint Service		\$	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$		Ś		Ś		\$	
Refurbishing		\$ 	\$		\$	-	\$	- 1	\$		\$	-	\$		\$				\$		Š	
Other		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$		Ś	-	Ś		Š		Š	
											Ť		<u> </u>								7	•
Т	otal Fixed Cost	\$ 110,191	\$	276,564	\$	283,478	\$	290,565	\$	297,829	\$	305,275	\$	312,906	\$	320,729	\$	328,747	\$	336,966	\$	2,863,250

Finance/Lease Cost	\$ -	\$ -	\$		\$	-	\$ 	\$		T	\$ -	\$		ŝ	- 1	Ś		Ś	
Aircraft Cash Payment/Resale	\$ -	\$ -	\$		\$		\$ -	\$: 1	\$ -	\$		ŝ		Š		\$	
Final Payment/Loan Payoff	\$ -	\$ -	\$	-	\$		\$ -	\$		-	\$ -	ŝ	-	Ś				\$	
Operations Overhead	\$ 13,119	\$ 86,986	\$	86,941	\$	93,599	\$ 103,234	\$	119,091	1	\$ 94,711	\$	107.817	ŝ	105.187	Ś	178.083	Ś	988,769
Administrative Overhead (G&A)	\$ 13,119	\$ 86,986	\$	86,941	\$	93,599	\$ 103,234	\$	119,091	1	\$ 94,711	\$	107,817	\$	105.187	\$	178.083	\$	988.769
								1		- -								1	,
Total Annual Cost	\$ 157,427	\$ 1,043,832	\$ 1	,043,289	\$ 1	1,123,185	\$ 1,238,810	\$,429,095	T	\$1,136,527	\$	1,293,807	\$	1,262,249	\$2	.137.002	\$ 1	1.865.224

Maintenance Cost Data

Gulfetream III

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	3.21	MH/FH	Airframe:	\$ 242.20	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

nepections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1 12 Month	\$ 9,250				1
	2 24 Month	\$ 90,125				2
	3 36 Month	\$ 20,000				3
	4 72 Month	\$ 118,150				6
	5 Flight Control Hinge	\$ 38,650				6
	6 Wing NDT	\$ 7,700				3
	7				~	
	8					
	9					
1	0					
1	1					
1	2					
One Time	1					
	2					

Component Overhaul		Ov	erhaul Cost	Prem Removals	Frequency		
	Name:	((Current \$)	/1000 HR	Hours	Cycles	Years
1	Landing Gear (3)	\$	137,500			5000	1
2	M/G Brace (2)	\$	22,000			4000	
3	Bootstrap Turbine	\$	21,000		4000		
4	Thrust Reverser (2)	\$	160,000			4000	
. 5							
6							
. 7							l
8		 	*****				
9							
10							
11							
12		+					
13		 					
14							
15							
16							
17							
18	 						
19		-					
20		+					

Cost Of Ownership Analysis

For:

DOE AL N344DD

7-Jun-00

Aircraft:

Gulfstream III

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

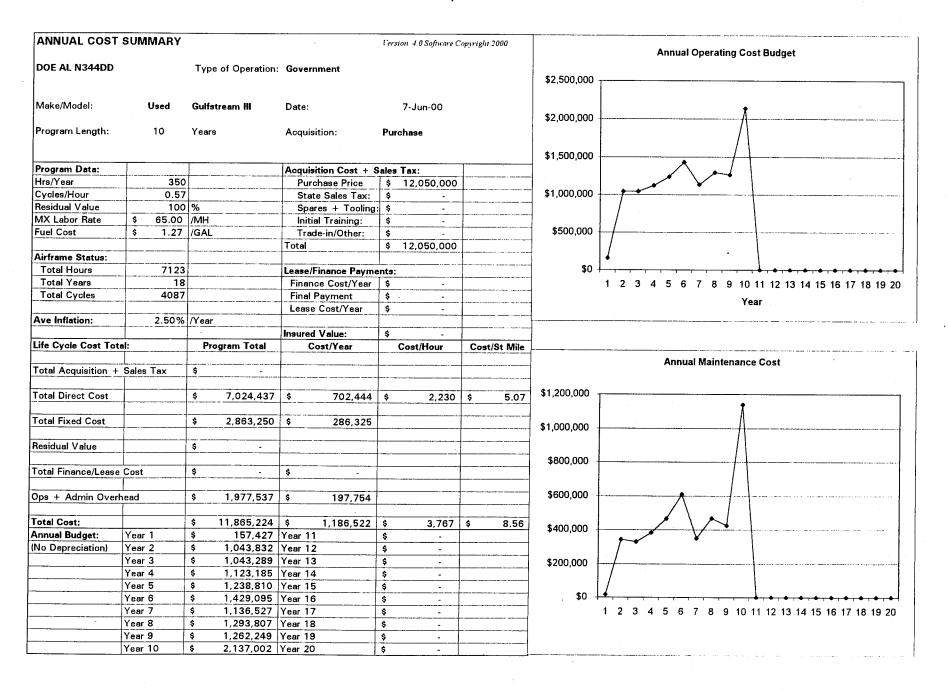
Base of operation:

--

Notes:

G III Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%



Life Limited Parts		Parts	Cost	Prem Removals	Frequency		
A	Name:	(Curr	ent \$)	/1000 HR	Hours	Cycles	Years
1	Windshield (2)	\$	108,000	0.28			
. 2							
3							
4							
5							
6							
7							
B							
9						<u> </u>	
10				1		 	
11							
12							
13							
14						 	
15						 	
16				İ		 	
17				1			
18							
19							
20							
21						 	
							
22				 			
23				ļ		 	
24				 		<u> </u>	
25				 		 	·
26				ļ			
27						 	
28				ļ			
29				ļ		<u> </u>	
30				<u> </u>	<u> </u>	L	<u> </u>

gine Restoral/Hea	vy N	/laintenance	Total Cost	Prem Removals	Frequency		l
<u> </u>		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	H.S.I (First Run)	\$ 200,000		3500		10
	2	Overhaul (First Run)	\$ 410,000		7000		20
	3	H.S.I (Second Run)	\$ 50,000		10500		30
	4	Overhaul (Second Run)	\$ 40,000		14000		40
	5		 				
Replacement	1		 				
	2						
	3						
	4		 				1
	5						
	6						
	7						
	8						I
	9						1
	10		 				Ī

Maintenance Cost Data

Gulfstream III

Database Date:

ANNUAL COST

(Page 1)

7-Jun-00

DOE AL N344DD

Government

Make/Model:

Used Gulfstream III

Acquisition: Purchase

350 Hours/Year

(Page 2)

Aircraft Value:

ė

Residual Value: \$

Allerant value:			Hesidual Value:	s -																
Veriable Cost Yea	ır 1		2	3	Т	4	Τ	Б	Т	6	Г	7	Т	8	T	9	$\overline{}$	10	1	Total
Fuel	\$ -		\$ 212,315	\$ 217,623		\$ 223,064	\$	228,640	\$	234,357	\$	240,215	\$		\$		\$	258.686	\$	
Fuel Additives	\$ -		\$ -	\$ -	73	\$ -	\$		\$	-	Ś		Š		Š		Š	200,000	ŝ	2,113,430
Maint Labor	\$ -		\$ 110,783	\$ 118,923	1	\$ 126,615	\$	134,617	\$	142,939	\$	151,594	\$	160,592	\$	169,946	\$	179,667		1,296,676
Parts	\$ 17,1	81	\$ 128,596	\$ 138,046			s	166,262	\$	165,923	\$	175,970	\$	186,415	+		\$	208,556	+-	
Inspections	\$ -		\$ 92,378	\$ 38,821	+	\$ 97,055	Ś	10,210	\$	288,085	Ś	10,727	\$	·	\$	45,020	···	112,554	\$	801,980
Engine Restoral	\$ -		\$ -	\$ -	- 3	\$ -	\$		Ś		ŝ	10,72,	ŝ	107,130	1 4	40,020	\$	624,431	\$	624,431
Engine Guaranteed Mx Plan	\$ -	1	\$ -	\$ -	- 3	<u>.</u> \$ -	\$	-	Ś		Ś		\$	-	\$		4	024,431	\$	024,431
Avionics Guaranteed Mx Plan	\$ -		\$ -	s -	1 3	\$ -	Ś	-	Ś	-	Š		Ś		Ś	<u>_</u>	\$	<u>-</u>	-	<u>-</u> _
Component Overhaul (All)	\$ -		\$ -	\$ 22,063	1	\$ -	\$	151,774	Ś		\$	· .	ŝ		ŝ		4	··	\$	173,837
Life Limited Components (All)	\$ -		\$ 10,849	\$ 11,120		11,398	\$	11,683	ŝ	11,975	Ś	12,274	\$	12,681	ŝ	12,896	\$	13,218		107,993
Other Services					1		t÷		ΙŤ			12,27	Ť	12,001	۲	12,000	-	13,210	1:	107,893
Flight Hour Cost	\$ -		\$ -	\$ -	S	š -	ŝ		Ś		ŝ		ŝ		ŝ		ŝ		13.	
Fixed Cost	\$ -		\$ -	\$ -	·	<u> </u>	Ś	-	Ś		ŝ		\$				\$			
Landing/Parking Fees	\$ -		\$ 2,594	\$ 2.659	S	2,725	\$	2,793	\$	2,863	\$	2,936	\$	3,008	\$	3,083	\$	3,160	\$	25 000
Crew Expenses	\$ 3,8	17	\$ 35,782	\$ 36,676			\$	38,533	\$	39,496	\$	40,484	\$	41,496	\$	42,533	\$	43,597	\$	25,820
Small Supplies	\$ -		\$ -	\$ -	Ś	37,000	\$	30,033	\$	33,430	\$	40,464	\$	41,430	\$	42,033	Š	43,09/	\$	360,007
	1		·-·	·	1-				۲		 -		3		1-3		. 3		1.5	
Total Variable Cost	\$ 20,99	98	\$ 593,296	\$ 585,930	S	645,423	\$	734,613	\$	885,638	\$	634,199	\$	757,443	-	723,127	-	,443,869	-	7.004.407
	-1-1-1-1		, 250,250	1 000,000	1 7	0.10,720	1 4	704,013		000,036	. 4	034,188	-	/0/,443	9	/23,12/	7 1	,443,869	\$	7,024,437
Fixed Cost Year	1	\neg	2	3	Т	4		6	_	6		7	$\overline{}$	8		9		10	_	T-1-1
Salaries					†-		†		-				-					10	-	Total
Pilot/Flight Crew	\$	†	\$ 127,504	\$ 130,691	ŝ	133,959	\$	137,308	\$	140,740	Ś	144,259	\$	147,865	ŝ	151 500		155.051		1 200 000
Maintenance Technicians	\$		\$ 45,508	\$ 46,646	+ -	47,812	\$	49,007	\$	50,232	\$	51,488	\$	52,775	\$	151,562	.	155,351 55,447	\$	1,269,239
Other	\$	†	\$ 24,299	\$ 24,906			Š	26,167	\$	26,821	\$	27,492	\$	28,179		54,095	-		*	453,010
Benefits	\$		\$ 48,913	\$ 50,136		~	\$	52,674	\$		\$	55,341	\$	56,724	\$	28,883 58,142		29,606	 -	241,881
Hangar	š		\$ -	\$ -	Ś		ŝ	02,074	\$		\$	86,341	\$	00,724	\$	68,142	¥-	59,596	 \$	486,908
Insurance	<u> </u>		·	· · · · · · · · · · · · · · · · · · ·					_•_				-		*		\$		+ \$ -	···· :
Hull	\$		\$ -	\$ -	Ś	-	Ś		\$	- -	ŝ		\$		Ś		-			
Liability	\$ 42		\$ 3,075	\$ 3,152	+		ŝ	3,311	\$		\$	3,479	\$	3,566		3,655	\$		- \$	
Miscellaneous	† 			y 0,102	╁	0,201	Ť		<u>,</u>	3,394		3,479	-	3,666	\$	3,666	5	3,747	\$	31,031
Training Pilot/Maint	\$ 109,77	70	\$ 27,265	\$ 27,947	ŝ	28,645	Ś	29,361	Ś	30,095	\$	30,848	\$	31,619	-		-		5-	
Management Fee	\$		<u>\$</u>	\$ -	Ś		\$	20,001	Ś		\$	30,646		31,619	\$	32,410	¥	33,220	- -	381,180
Brokerage Fee	\$	-+	\$ -	<u> </u>	Ś		\$		Š		\$		\$		\$		Ş		ş	
New Int/Paint/Avionics	\$		s ·	š .	\$		\$		\$		\$		\$		\$		Ş		\$	
Modernization	\$	-+-	\$.	<u> </u>	\$		\$		\$		\$		\$		\$		\$		\$	
Nav/Weather Services	\$	_	\$.	š -	\$		\$		ŝ		\$		Ś		\$		\$		\$	· · · · · · · · · · · · · · · · · · ·
Comp Maint Service	\$		\$ -	\$ -	\$		\$		\$		\$		Š		\$		\$		Ş	
Refurbishing	s		\$ -	\$ -	Ś		\$		ŝ		\$		\$:			\$	
Other	Ś		\$ -	\$ -	\$		ŝ		\$		\$		\$		\$		\$		\$.	
7.7		-+-	<u> </u>	·	+*		7		-		*		\$		<u> </u>		\$		\$	
Total Fixed Cost	\$ 110,19	1	\$ 276,564	\$ 283,478		200 565		297,829	_	205 275		22 2 2 2			- <u>-</u>					
T. T. T. T. T. T. T. T. T. T. T. T. T. T	1 110,18	• 1 .	270,004	¥ 200,4/0	4	230,000	4	231,023	*	305,275	*	312,906	Ş	320,729	\$	328,747	\$	336,966	ş	2,863,250
Finance/Lease Cost	\$	-11	<u>.</u>	\$ -	\$. 1	\$		\$		_		_					— т		
Aircraft Cash Payment/Resale	ŝ	-+:		\$.	\$		\$		\$ -		\$		¥		5		Ş		<u>\$</u>	
inal Payment/Loan Payoff	ś	-		\$ -	\$		·		\$				\$ -		Ş	: !	\$		\$	
Operations Overhead	\$ 55,14	_		\$ 57,941	1 2	59,389	\$		\$		\$	-	ş		Ş.,		\$		\$	
Administrative Overhead (G&A)	\$ 22,45			\$ 23,596	\$	24,186	· ·		\$ \$		<u>\$</u>		\$	65,555	ş	67,194	Ş		\$	617,855
	7 22,40	<u>- </u>	23,020	v 23,030		24,100	*	24,/91	*	20,410	\$	26,046	\$	26,697	\$.	27,364	\$	28,048	\$	251,617
Total Annual Cost	\$ 208,79	7 5	949 409	¢ 950 945	-	1 019 562	ė 1	119 000	6.1	270 710	4.								:::	
Total Trindal Cost	7 200,79	<u>, 1 '</u>	7 343,408	\$ 950,945	7	1,013,003	91,	1 10,000	91	2/8,/19	٠ I ,	037,107	¥ 1	,1/0,424	\$1	146,432	\$1,	877,756	\$10	0,767,168

Mai	nten	ance	Cost	Data

Gulfstream III

Database Date:

Labor MH/FH			Parts \$/FH			
Airframe:	3.21	MH/FH	Airframe:	\$	242.20	/FH
Engine:	0.00		Engine:	\$	-	
Avionics:	0.00	AND THE RESERVE OF THE PARTY OF	Avionics:	\$.		

Guaranteed Maintenance	Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections	<u> </u>	Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	12 Month	\$ 9,250		,		1
2	24 Month	\$ 90,125				2
3	36 Month	\$ 20,000				3
4	72 Month	\$ 118,150				6
5	Flight Control Hinge	\$ 38,650				6
6	Wing NDT	\$ 7,700		· · · · · · · · · · · · · · · · · · ·		3
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Ov	erhaul Cost	Prem Removals	Frequency		
	Name:	(0	Current \$)	/1000 HR	Hours	Cycles	Years
1	Landing Gear (3)	\$	137,500			5000	
2	M/G Brace (2)	\$	22,000			4000	
3	Bootstrap Turbine	\$	21,000		4000		
4	Thrust Reverser (2)	\$	160,000			4000	
5							
6				1			
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17		-†					
18		+					
19		+					
20		+					
	L						

Cost Of Ownership Analysis

For:

DOE AL N344DD

7-Jun-00

Aircraft:

Gulfstream III

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

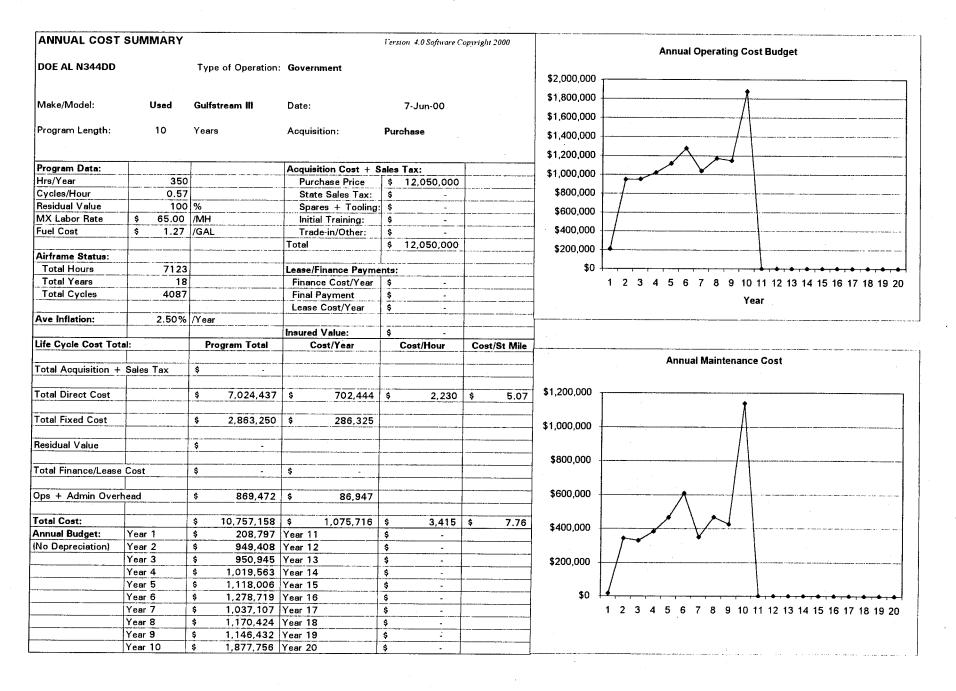
Government

Base of operation:

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Notes:

G III Present Fleet - Costs Normalized



Notes: Additional DC-9 Future Fleet GOCO

Customer:	DOE AL Additional DC-9	Type of Operation:	Government	
Date of Analysis:	20-Jul-00			
		Type of Analysis:	Total Cost	
Aircraft:				
		Acquisition Method:	Purchase	
Aircraft Status:	Used			
Total Time	40000	Depreciation Method:	Straightline	
Total Years	33	If Straightline;		
Total Cycles	50000	Term (Years)	10	
10141 0/0100		Residual Value (%)	95%	
Base of Operation:				
Juge of Operation.				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	425			
Cycles per Flt Hr (Airframe):	1.25		T.	
Cycles per Fit Hr (Engine):	1.25			
Acquisition Cost - Purchase				
Purchase Price	\$ 6,000,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -			
Total	\$ 6,000,000	Brokerage Fee:	\$ -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Flt Hr)	950	
Maintenance Labor Rate (\$/Mi	\$ 61.76	Other	\$ 2.50	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5,942	
Salaries/Aircraft (\$/Year)			\$ -	
Pilots/Flight Crew:	\$ 163,288	Crew Expenses (\$/Flt Hr):	\$ 100	
Maintenance Technicians:	\$ 53,912	Landing/ATC Fees (\$/Flt Hr):	\$ 7	
Other:	\$ 23,706	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value	0.00%	
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):		Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr)		Computer Maint Mgmt System (\$/Y		

^{*} The data shown is based on user input

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						——————————————————————————————————————
9						
10						
11						
12						
13						****
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24	1					
25						
26						
27						
28						
29						
30						

Engine Restoral/Heavy	Maintenance	Total Cost	Prem Removals	Frequency	4	
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1					7	
2						
3						
4						
5						
6						
7						
8						
9						
10						

Maintenance Cost Data

Database Date:

Maintenance Cost Data

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH
Engine:	0.00		Engine:	\$ 	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						•
7						
8						
9						
10		· · · · · · · · · · · · · · · · · · ·				
11					·	
12						
One Time 1				•		
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7					,	
8						
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14						
. 15						
16						
17						
18						
19						
20						

Used -

11	1 1	2	13		14	15	16	17	18	19	20	Total	Year
													Revenues
\$	- \$	- \$		- \$	- \$		<u>s</u> -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Flt Hr)
	- \$ - \$	- \$		- S	- \$		\$ -		\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$.				- \$	- \$		\$ -		\$ -	\$ -	\$ -	\$ -	Aircraft Sale
	- \$ - \$	- \$ - \$		- \$	- 5		<u>*</u> -			\$ -	\$ -		Total
3	- 1	- -		- 1	- 1.4		<u> </u>		<u> </u>			1	
						· · · · · · · · · · · · · · · · · · ·				· · ·		·	Cost Without Tax Impact
									·	\$ -	\$ -	\$ (6,000,000)	
\$	- \$	- \$		<u>- \$</u>	- 9		\$ -		\$ -	<u> </u>	<u> </u>	\$ (8,000,000)	Principal Repayment
\$	- \$	- \$		- \$	- 3		<u>\$</u> -	<u> </u>	\$ -				
\$	- \$	- \$		\\$	- 5		\$ -		\$ -		<u> </u>	\$ -	Final Payment
\$	- \$	- \$		- \$	- 3	-	\$ -	\$ -	\$ -	<u> </u>	<u> </u>	\$ (6,000,000)	lotai
	.												Cost With Tax Impact:
\$	- S	- \$		- \$	- 1	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$	- \$	- S		- \$	- 3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Charter Tax
\$	- \$	- \$		- \$	- 3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ (12,834,633)	Variable Cost
	- \$	- \$		- \$	- 5		\$ -	\$ -	\$ -	\$ -	\$	\$ (3,931,567)	Fixed Cost
\$				- \$	- 3		\$ -	\$ -	<u> </u>	\$ -	\$ -	\$ (1,227,028)	
\$	- \$						\$ -		\$ -	\$ -	\$ -	\$ (1,011,217)	
<u> </u>	- \$	- \$					\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	Depreciation
\$	- \$	- \$					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Interest
<u>*</u>	- \$	- \$		-		·		\$ -	\$ -	\$ -	\$ -	\$ -	Lease Payments
\$	- \$	- \$		- \$	- 5		\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ (19,004,445)	
\$	- \$	- \$		- \$	- ! !	\$ <u>-</u>	\$ -	-		-		1 \$ (15,004,440)	Total
	1												Tax Impact:
\$ -	\$	- \$		- \$	- !	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Income Tax
\$ -	\$	- \$		- \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Capital Gains Tax
\$	- S	- S		- - \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
J	- 9	- 1 4				<u> </u>		L		· · · · · · · · · · · · · · · · · · ·			
								· ·		I	· · · · · · · · · · · · · · · · · · ·	1	After Tax -
								<u> </u>			-	C (25 004 445	Total Cash Flow:
\$	- \$	- \$		- \$		\$ -	\$ -	\$ -	<u> </u>	\$	\$ -	∌ (25,004,445	TOTAL CASH FIOW:
\$	- s			- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (19,004,445	Operating Cash Flow:
	- -	——+ *		- †:									1
\$	- \$	- \$		- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (19,004,445	Present Value:
											l		
\$/25 004 44	5) \$/25 (204 445) \$	(25 004.	445) \$(25	004 445)	\$ (25,004,445)	\$(25,004,445)	\$ (25,004,445)	\$(25,004,445)	\$ (25,004,445)	\$ (25,004,445)	\$ (25,004,445	Net Present Value

FINANCIAL ANALYSIS (Page 1)

20-Jul-00

DOE AL Additional DC-9

Total \$ (6,000,000) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	
Revenue: Sales (Fit Hr)	\$ -
Revenue: Sales (Fit Hr)	\$ -
Sales (Fit Hr) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	
Sales (Month) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	
Aircraft Sale \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	I
Total \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	
Cost Without Tax Impact:	
Acquisition Cost \$ (6,000,000) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ Principal Repayment \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	<u>r</u> j
Principal Repayment \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	
Final Payment \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	\$ -
Total \$ (6,000,000) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	š -
Cost With Tax Impact:	\$ -
Cost With Tax Impact:	\$ -
	\$ -
	<u> - </u>
	\$ (1,430,702)
Fixed Cost \$ (350,927) \$ (359,700) \$ (368,692) \$ (377,910) \$ (387,358) \$ (397,041) \$ (406,968) \$ (417,142) \$ (427,570)	\$ (438,259)
Operations Overhead \$ (109,523) \$ (112,261) \$ (115,068) \$ (117,944) \$ (120,893) \$ (123,915) \$ (127,013) \$ (130,188) \$ (133,443)	\$ (136,779)
Admin Overhead (G&A) \$ (90,260) \$ (92,517) \$ (94,829) \$ (97,200) \$ (99,630) \$ (102,121) \$ (104,674) \$ (107,291) \$ (109,973)	\$ (112,722)
Depreciation \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	\$ -
Interest \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	\$ -
	\$ -
Total \$ (1,696,313) \$ (1,738,721) \$ (1,782,189) \$ (1,826,744) \$ (1,872,412) \$ (1,919,223) \$ (1,967,203) \$ (2,016,383) \$ (2,066,793) \$	\$ (2,118,463)
Tax Impact:	
	\$ -
	\$ -
Total \$ - \$ - \$ - \$ - \$ - \$ - \$	5 -
After Tax -	
Total Cash Flow: \$ (6,000,000) \$ (1,696,313) \$ (1,738,721) \$ (1,782,189) \$ (1,826,744) \$ (1,872,412) \$ (1,919,223) \$ (1,967,203) \$ (2,016,383) \$ (2,066,793)	\$ (2,118,463)
Operating Cash Flow: \$ (1,696,313) \$ (1,738,721) \$ (1,782,189) \$ (1,826,744) \$ (1,872,412) \$ (1,919,223) \$ (1,967,203) \$ (2,016,383) \$ (2,066,793)	\$ (2,118,463)
Present Value of Total Cash Flow \$ (1,696,313) \$ (1,738,721) \$ (1,782,189) \$ (1,826,744) \$ (1,872,412) \$ (1,919,223) \$ (1,967,203) \$ (2,016,383) \$ (2,066,793)	
Net Present Value: \$ (6,000,000) \$ (7,696,313) \$ (9,435,034) \$(11,217,224) \$(13,043,967) \$ (14,916,380) \$ (16,835,603) \$ (18,802,806) \$ (20,819,190) \$ (22,885,983) :	

ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL Additional DC-9

Government

Make/Model:

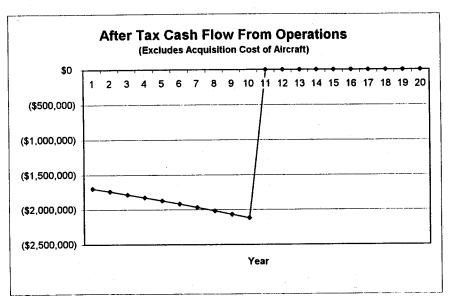
Used

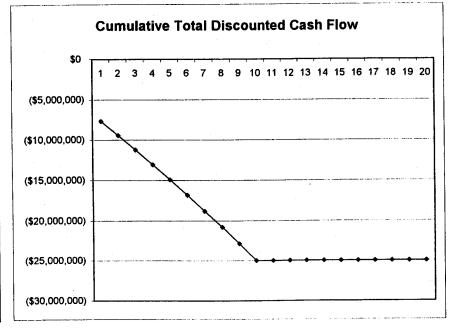
Acquisition: Purchase

425 Hours/Year

Aircraft Value: \$ -			Res	idual Value:	\$	-																•
Variable Cost Year		1	_	2		3		4	_	5		6		7		8		9		10		Total
Fuel	\$	605,625	\$	620,766	\$	636,285	\$	652,192	\$	668,497	\$	685,209	\$	702,339	\$	719,898	\$	737,895		756,343	<u> </u>	6,785,048
Fuel Additives	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	5		\$		\$		\$	
Maint Labor	\$	78,743	\$	80,712	\$	82,729	\$	84,798	\$	86,918	\$	89,090	\$	91,318	\$	93,601	\$	95,941	\$	98,339	\$	882,188
Parts	\$	37,315	\$	38,248	\$	39.204	\$	40,184	\$	41,189	\$	42,218	\$	43,274	\$	44,356	\$	45,465	\$	46,601	\$	418,054
Inspections	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-
Engine Restoral	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	- 1	\$	-	\$	-	\$	-	\$	-
Engine Guaranteed Mx Plan		377,396	\$	386,831	\$	396,501	\$	406,414	\$	416,574	\$	426,989	\$	437,663	\$	448,605	\$	459,820	\$	471,316	\$	4,228,109
Avionics Guaranteed Mx Plan	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	•	\$		\$		\$		\$	+
Component Overhaul (All)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	<u> </u>	\$	<u> </u>	\$	
Life Limited Components (All)	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	<u> </u>
Other Services																						
Flight Hour Cost	\$	1.063	\$	1,089	\$	1,116	\$	1,144	\$	1,173	\$	1,202	\$	1,232	\$	1,263	\$	1,295	\$	1,327	\$	11,904
Fixed Cost	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		\$	-	\$		\$	-	\$	-
Landing/Parking Fees	\$	3,073	\$	3,150	\$	3,228	\$	3,309	\$	3,392	\$	3,477	\$	3,563	\$	3,653	\$	3,744	\$	3,837	\$	34,425
Crew Expenses	\$	42,390	\$	43,449	\$	44,535	\$	45,649	\$	46,790	\$	47,960	\$	49,159	\$	50,388	\$	51,647	\$	52,939	\$	474,906
Small Supplies	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	
Total Variable Cost	\$1	,145,604	\$	1,174,244	\$	1,203,600	\$	1,233,690	\$	1,264,532	\$	1,296,145	\$1	1,328,549	\$	1,361,763	\$ 1	,395,807	\$ 1	,430,702	\$ 1	12,834,633
Fixed Cost Year		1	<u> </u>	2		3		4	Г	5		6		7		8		9		10		Total
Salaries		· · · · · · · · · · · · · · · · · · ·					-		\vdash										ļ — —			
Pilot/Flight Crew	s	163,288	\$	167,370	S	171,554	\$	175.843	\$	180,239	\$	184,745	\$	189.364	\$	194,098	\$	198,951	\$	203,924	\$	1,829,378
Maintenance Technicians	S	53,912	S	55,260	S	56.641	Š	58,057	Š		\$	60,996	\$	62,521	\$	64,084	\$	65,687	\$	67,329	\$	603,997
Other	\$	23,706	\$	24,299	\$	24,906	\$	25,529	\$		\$	26.821	\$	27,492	\$	28,179	\$	28,883	\$	29,606	\$	265,587
Benefits	\$	72,272	\$	74.079	Š	75.931	\$	77.829	\$		\$	81.769	\$	83.813	\$	85 908	\$	88,056	\$	90,258	\$	809,689
	\$		S	- 1,,5.5	\$	- : - : - : - : - : - : - : - : - : - :	\$		Š		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Hangar Insurance	۳		- -		Ť		1		1-													
Hull	\$		\$		s		s		S		\$	-	\$		S	-	\$	·	\$	-	\$	-
Liability	S	3,690	S	3.782	S	3.877	Š	3.974	\$		\$	4,175	\$	4,279	\$	4,386	\$	4,496	S	4,608	\$	41,340
Miscellaneous	 •		Ť	0,, 02	-	-14-1-1	Ť		Ť						_			· · · · · · · · · · · · · · · · · · ·				
Training Pilot/Maint	s	28,117	\$	28.820	s	29,540	s	30,279	\$	31,036	\$	31,812	\$	32,607	\$	33,422	\$	34,258	\$	35,114	\$	315,005
Management Fee	\$	20,117	\$	- 20,020	S		Š	-	S		\$	-	\$	-	\$		\$		\$	-	\$	-
Brokerage Fee	\$		S		\$	-	\$	-	S	-	\$		\$	-	\$	-	\$		\$	-	\$	-
New Int/Paint/Avionics	S		\$		\$		\$	-	S		\$		\$	-	\$		\$	-	\$	-	\$	•
Modernization	\$	-	ŝ		\$		\$	-	\$	····	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Nav/Weather Services	Š	5,942		6.091	Š	6,243	S	6,399	\$		\$	6,723	\$	6,891	\$	7,063	\$	7,240	\$	7,421	\$	66,570
Comp Maint Service	\$	- 0,072	Š		\$		\$	-	\$		\$	-	\$		\$	-	\$	-	\$	-	\$	-
Refurbishing	\$		\$		Š		\$	-	\$		\$	-	\$	-	\$	-	\$		\$		\$	-
Other	Š		S		\$	-	\$		\$; -	\$	-	\$	-	\$	-	\$		\$	-	\$	-
Outer	+-		†~		Ť		Ť		Ť				Γ						<u> </u>			
Total Fixed Cost	\$	350,927	\$	359,700	\$	368,692	\$	377,910	\$	387,358	\$	397,041	\$	406,968	\$	417,142	\$	427,570	\$	438,259	\$	3,931,567
Finance/Lease Cost	\$		\$	-	\$		\$		T \$		\$		\$		\$		\$		\$		\$	-
Aircraft Cash Payment/Resale	Š		\$		\$	-	\$		\$		\$	-	\$	-	\$	-	Š		\$	-	\$	-
Final Payment/Loan Payoff	\$		Š		\$		s		Š		\$		\$	-	\$	-	\$	-	\$	-	\$	-
Operations Overhead	S	109,523	\$	112,261	\$		\$		\$		\$	123,915	\$	127,013	\$	130,188	\$	133,443	\$	136,779	\$	1,227,028
Administrative Overhead (G&A)	\$	90,260		92.517	\$		\$		S		\$		\$		Š		\$	109,973	\$	112,722		1,011,217
	+				Ť				Т		T								1		1	n (1998 m) (2008
Total Annual Cost	\$ '	1,696,313	\$	1,738,721	\$	1,782,189	\$	1,826,744	5	1,872,412	\$	1,919,223	. \$	1,967,203	\$	2,016,383	\$ 2	2,066,793	\$2	2,118,463	\$	19,004,445

FINANCIAL ANA	LYS	IS SUMMA	RY		Version 4.0 Software Copyright 2000					
DOE AL Additional I	OC-9		Туре	of Operation:	Gov	ernment				
Make/Model:		Used			Acq	uisition:	Pure	chase		
Program Length:		10	Years		Date	Đ:	20-J	ul-00		
Financial Informatio	n:		í	Depreciation:			L			
Capital Gains Tax:		0	%				ļ			
Corp Tax Rate:		0	%	Method:	Stra	ightline				
Desired ROI:		0	%	Term:		10				
Interest Rate:		0	%	Residual:		95				
Inflation Rate:		2.5	%				<u> </u>			
Ops Overhead:		0	%	+	\$	109,523.00				
Admin Overhead:		0	%	+	\$	90,260.00				
	\$	-	/FIt H	г. +	\$	•	/Mo			
Revenue Hours:	\$		Hrs/Y	r.						
Flight Hours:	<u> </u>	425	Hrs/Y	′r.						
Acquisition Cost:	\$	6,000,000	Re	sidual Value:	\$	•				
Addistrict Cost	<u> </u>		E	xpenses +	•	Tax Impact +		After Tax		
Year	1	Revenue		epreciation		Depreciation	İ	Cash Flow		
Acquisition Cost 0			\$	(6,000,000)			S	(6,000,000)		
		<u>. </u>	\$	(1,696,313)			\$	(1,696,313)		
1	\$	- _	\$	(1,738,721)			\$	(1,738,721)		
	\$		\$	(1,782,189)			\$	(1,782,189)		
3				(1,826,744)			\$	(1,826,744)		
4			\$				\$	(1,872,412)		
5	\$		\$	(1,872,412)			\$	(1,919,223)		
	\$		\$	(1,919,223)		<u>-</u>	\$	(1,967,203)		
7	\$		\$	(1,967,203)		· · · · ·	\$	(2,016,383)		
	\$		\$	(2,016,383)			\$	(2,066,793)		
	\$		\$	(2,066,793)		-	\$	(2,118,463)		
	\$		\$	(2,118,463)		•		(2,110,403)		
11	\$		\$		\$		\$			
12	\$		\$		\$	-	\$			
13	\$		\$		\$	-	\$			
14	\$		\$		\$	-	\$			
15	\$		\$		\$	<u> </u>	\$	-		
16			\$		\$		\$	-		
17	\$		\$		\$		\$			
18	\$		\$		\$	·	\$			
19	\$	_	\$	<u> </u>	\$		\$			
20	\$		\$		\$	-	\$			
Total:	\$	-	\$	(25,004,445)	\$	-	\$	(25,004,445)		
Investment:	\$	6,000,000	-		1		1			
Present Value:	s	(19,004,445	+-	Net Prese	ant '	Value	\$	(25,004,445)		





Cost Of Ownership Analysis

For:

DOE AL Additional DC-9

20-Jul-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

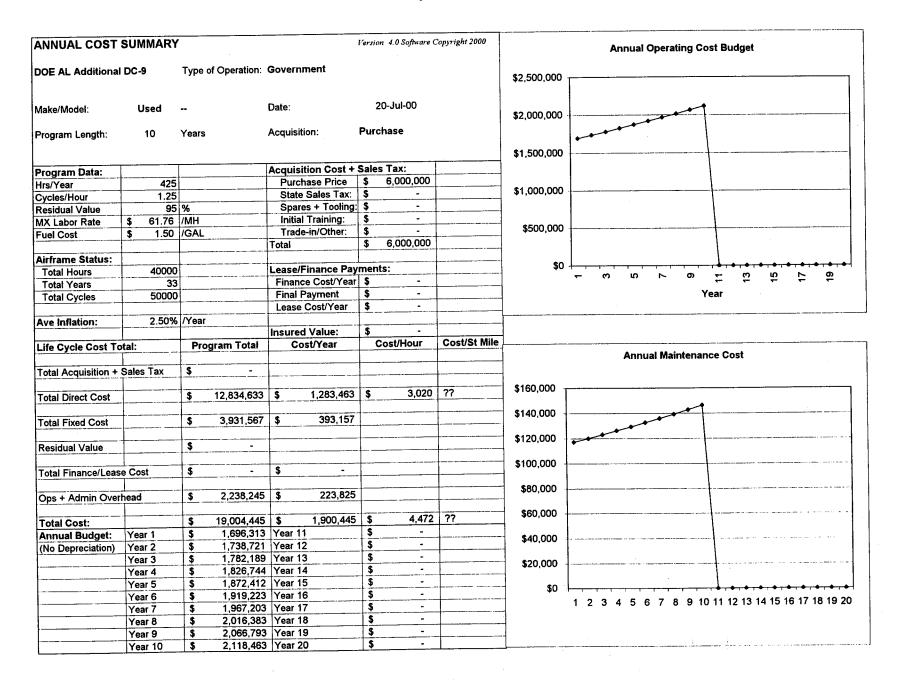
Government

Base of operation:

--

Notes:

Additional DC-9 Future Fleet GOCO



Notes: Additional DC-9 Future Fleet GOGO

Customer:	DOE AL Additional DC-9	Type of Operation:	Government	
Date of Analysis:	9-Jun-00			ļ
Date of Allarysis.	0-3un-00	Type of Analysis:	Total Cost	1
Aircraft:		Type of Attalysis.	Total Cook	+
All Clait.		Acquisition Method:	Purchase	-
Aircraft Status:	Used	Acquisition Method.	Turchase	
Total Time	40000	Depreciation Method:	Straightline	
Total Years	33	If Straightline;	Straightline	-
	50000	Term (Years)	10	
Total Cycles	50000	Residual Value (%)	95%	
		Residual Value (%)	95%	
Base of Operation:	-			-
Program Length (Years):	10			1
Total Hours (Hrs/Yr):	425			
Cycles per Flt Hr (Airframe):	1.25			
Cycles per Fit Hr (Engine):	1.25			
Acquisition Cost - Purchase				+
Purchase Price	\$ 6,000,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -	Insured Value	· · · · · · · · · · · · · · · · · · ·	
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -	Resale Value	33.07	'
Total	\$ 6,000,000	Brokerage Fee:	\$ -	┼
	3,555,555	9		
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Flt Hr)	950	<u> </u>
Maintenance Labor Rate (\$/MI	\$ 61.76	Other	\$ 2.50	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5,942	
		11404 or 44equier Service (\$111.).	\$ 5,942	1
Salaries/Aircraft (\$/Year)	£ 400.000	Crew Expenses (\$/Flt Hr):		
Pilots/Flight Crew:	\$ 163,288		\$ 100 \$ 7	
Maintenance Technicians:	\$ 53,912	Landing/ATC Fees (\$/Fit Hr):		
Other:	\$ 23,706	Small Supplies/Catering (\$/Fit Hr):	\$ -	1
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value		
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	2
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	-	
Administrative Overhead \$/Yr)	\$ 60,173	Computer Maint Mgmt System (\$/Y	\$ -	1

^{*} The data shown is based on user input

Maintenance Cost Data

Database Date:

Labor MH/FH			Parts \$/FH	T		
Airframe:	0.00	MH/FH	Airframe:	\$	-	/FH
Engine:	0.00		Engine:	\$	-	
Avionics:	0.00		Avionics:	\$	-	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

nspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Inspection Cycle Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5	***	1				
6						
						
<u>'</u>						
		 	· · · · · · · · · · · · · · · · · · ·			
		·				
10						
11!						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3			† <u>-</u>			
4						
5			·			
6			 			
7						
8						
9						
10	·····					
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14						
15						
16						
17						
18		-		·		
19						
20			Ĺĺ			

Life Limited Parts	
Ziro minitod i di to	Parts Cost Prem Removals Frequency

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						-
11						
12						
13						
14						
15						
16						
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27 28 29 30		 				
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30		<u> </u>	L			

ngine Restoral/Hea	vy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1					
	2					
	3					
	1					
	5					
Replacement 1	1					
2	2					
	3					
. 2	1					
	5					
(5					
	7					
8	3					
	9					
10						

Maintenance Cost Data

**

Database Date:

FINANCIAL ANALYSIS	(Page 1)	9-Jun-00									
DOE AL Additional DC	-9										
				Government							
Make/Model:	Used			Acquisition:	Purchase		42	5 Hours/Year			
Year Revenue:	0	11	22	3	44	5	6	7	8	9	10
Sales (Flt Hr)			ļ <u>.</u>								
		3	\$	<u> </u>	- <u>\$</u>		\$	\$ -	\$ -	\$ -	\$ -
Sales (Month) Aircraft Sale		3 -	\$ -		\$	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ - \$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	J	-	\$ -	\$ -	<u> \$ -</u>		\$ -	\$ -	\$ -	\$ -	\$ -
			· · · · · · · · · · · · · · · · · · ·								
Cost Without Tax Impa											
Acquisition Cost	\$ (6,000,000)		\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Principal Repayment	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$
Final Payment		\$	\$	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	š -	-
Total	\$ (6,000,000)	<u> </u>	\$	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -	The state of the second	\$ -
Cost With Tax Impact:								T****			
Sales Tax									1		
		\$ -	-	\$ -	\$ -	<u>s</u> -	\$ _	e	l e l	•	-
Use Tax (Lease Only)		\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Variable Cost		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ - \$ (1.361.763)	\$ - \$ -	\$ - \$ -
		\$ - \$ (1,145,604)	\$ - \$ (1,174,244)	\$ - \$ (1,203,600)	\$ -) \$ (1,233,690)	\$ -) \$ (1,264,532)	\$ \$ (1,296,145	\$ (1,328,549)		\$ - \$ - \$ (1,395,807)	\$ \$ \$ (1,430,702
Variable Cost Fixed Cost Operations Overhead		\$ - \$ (1,145,604) \$ (350,927)	\$ - \$ (1,174,244) \$ (359,700)	\$ (1,203,600 \$ (368,692	\$ -) \$ (1,233,690)) \$ (377,910)	\$ -) \$ (1,264,532)) \$ (387,358)	\$ (1,296,145 \$ (397,041	\$ (1,328,549) \$ (406,968)	\$ (417,142)	\$ (427,570)	\$ (438,259
Variable Cost Fixed Cost		\$ - \$ (1,145,604) \$ (350,927)	\$ (1,174,244) \$ (359,700) \$ (112,261)	\$ (1,203,600 \$ (368,692 \$ (115,068	\$ -) \$ (1,233,690)) \$ (377,910)) \$ (117,944)	\$ -) \$ (1,264,532)) \$ (387,358)) \$ (120,893)	\$ (1,296,145 \$ (397,041 \$ (123,915	\$ (1,328,549) \$ (406,968) \$ (127,013)	\$ (417,142) \$ (130,188)	\$ (427,570) \$ (133,443)	\$ (438,259 \$ (136,779
Variable Cost Fixed Cost Operations Overhead		\$ - \$ (1,145,604) \$ (350,927) \$ (109,523)	\$ (1,174,244) \$ (359,700) \$ (112,261)	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219)	\$	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420)	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782)	\$ (417,142) \$ (130,188) \$ (71,527)	\$ (427,570) \$ (133,443)	\$ (438,259 \$ (136,779
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A		\$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173)	\$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677)	\$ (1,203,600 \$ (368,692 \$ (115,068	\$ -) \$ (1,233,690)) \$ (377,910)) \$ (117,944)	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$	\$ (1,328,549) \$ (406,968) \$ (127,013)	\$ (417,142) \$ (130,188)	\$ (427,570) \$ (133,443)	\$ (438,259 \$ (136,779
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation		\$ - \$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ -	\$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ -	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ -	\$) \$ (1,233,690)) \$ (377,910)) \$ (117,944)) \$ (64,800) \$ -	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ - \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ -	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$ -	\$ (417,142) \$ (130,188) \$ (71,527)	\$ (427,570) \$ (133,443)	\$ (438,259 \$ (136,779
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation Interest		\$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ - \$ -	\$ - \$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ - \$ -	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ - \$ -	\$	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ - \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ - \$ -	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$	\$ (417,142) \$ (130,188) \$ (71,527) \$ - \$	\$ (427,570) \$ (133,443) \$ (73,315) \$ -	\$ (438,259 \$ (136,779 \$ (75,148 \$ -
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation Interest Lease Payments		\$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ - \$ -	\$ - \$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ - \$ -	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ - \$ -	\$	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ - \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ - \$ -	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$	\$ (417,142) \$ (130,188) \$ (71,527) \$ - \$	\$ (427,570) \$ (133,443)	\$ (438,259 \$ (136,779 \$ (75,148 \$ -
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation Interest Lease Payments Total		\$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ - \$ -	\$ - \$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ - \$ -	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ - \$ -	\$	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ - \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ - \$ -	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$	\$ (417,142) \$ (130,188) \$ (71,527) \$ - \$	\$ (427,570) \$ (133,443) \$ (73,315) \$ -	\$ (438,259 \$ (136,779 \$ (75,148 \$ -
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation Interest Lease Payments		\$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ - \$ -	\$ - \$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ - \$ - \$ - \$ (1,707,882)	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ - \$ - \$ (1,750,579)	\$	\$	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ - \$ - \$ (1,885,182	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$ - \$ - \$ - \$ (1,932,312)	\$ (417,142) \$ (130,188) \$ (71,527) \$ - \$ - \$ (1,980,619)	\$ (427,570) \$ (133,443) \$ (73,315) \$ - \$ - \$ (2,030,135)	\$ (438,259 \$ (136,779 \$ (75,148) \$. \$. \$. \$ (2,080,888)
Variable Cost Fixed Cost Operations Overhead Admin Overhead (G&A Depreciation Interest Lease Payments Total Tax Impact:		\$ - \$ (1,145,604) \$ (350,927) \$ (109,523) \$ (60,173) \$ - \$ - \$ (1,666,226)	\$ - \$ (1,174,244) \$ (359,700) \$ (112,261) \$ (61,677) \$ - \$ - \$ (1,707,882)	\$ (1,203,600) \$ (368,692) \$ (115,068) \$ (63,219) \$ - \$ -	\$	\$ (1,264,532) \$ (387,358) \$ (120,893) \$ (66,420) \$ - \$ -	\$ (1,296,145 \$ (397,041 \$ (123,915 \$ (68,080 \$ - \$ -	\$ (1,328,549) \$ (406,968) \$ (127,013) \$ (69,782) \$	\$ (417,142) \$ (130,188) \$ (71,527) \$ - \$	\$ (427,570) \$ (133,443) \$ (73,315) \$ - \$ - \$ (2,030,135)	\$ (438,259 \$ (136,779 \$ (75,148 \$ -

\$ (6,000,000) \$ (1,666,226) \$ (1,707,882) \$ (1,750,579) \$ (1,794,343) \$ (1,839,202) \$ (1,885,182) \$ (1,932,312) \$ (1,980,619) \$ (2,030,135) \$ (2,080,888)

\$ (6,000,000) \$ (7,666,226) \$ (9,374,108) \$ (11,124,687) \$ (12,919,031) \$ (14,758,233) \$ (16,643,415) \$ (18,575,727) \$ (20,556,346) \$ (22,586,481) \$ (24,667,369)

\$ (1,666,226) \$ (1,707,882) \$ (1,750,579) \$ (1,794,343) \$ (1,839,202) \$ (1,885,182) \$ (1,932,312) \$ (1,980,619) \$ (2,030,135) \$ (2,080,888)

\$ (1,666,226) \$ (1,707,882) \$ (1,750,579) \$ (1,794,343) \$ (1,839,202) \$ (1,885,182) \$ (1,932,312) \$ (1,980,619) \$ (2,030,135) \$ (2,080,888)

After Tax -Total Cash Flow:

Operating Cash Flow:

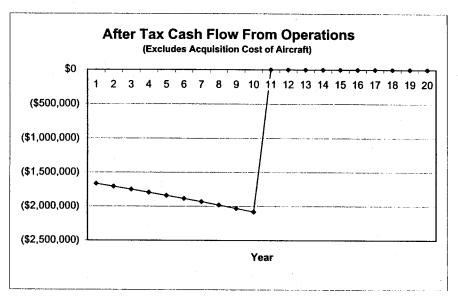
Net Present Value:

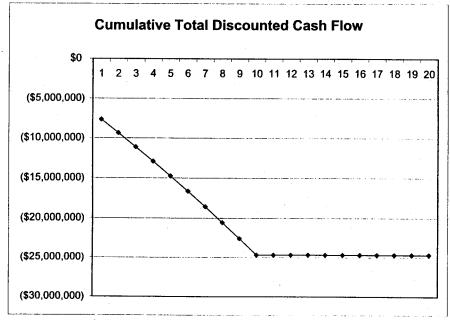
Present Value of Total Cash Flow

Used

11	12	13	14	15	16	17	18	19	20	Total	Year
											Revenues
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Fit Hr)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Aircraft Sale
\$		\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
<u> </u>	,							,			
								,	. "		Cost Without Tax Impact:
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,000,000)	Acquisition Cost
\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Principal Repayment
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Final Payment
\$ - \$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,000,000)	
											I
											Cost With Tax Impact:
\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Charter Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (12,834,633)	Variable Cost
\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,931,567)	Fixed Cost
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,227,028)	
\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$	\$ -	\$ -	\$ (674,141)	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	Depreciation
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Interest
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Lease Payments
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (18,667,369)	Total
	·		1								Tax Impact:
•	<u> </u>	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Income Tax
\$ -	\$ -			- <u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -		Capital Gains Tax
\$ -	\$ -	\$ -	\$ -			\$ - \$ -	<u>ф</u> -			<u>\$</u> -	Capital Gains Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3 -	<u> </u>	\$ -			Total
								*			
											After Tax -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (24,667,369)	Total Cash Flow:
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (18,667,369)	Operating Cash Flow:
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ (18,667,369)	Present Value:
\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	\$ (24,667,369)	Net Present Value

FINANCIAL AN	ALYS	SIS SUMMA	Version 4.0 Software Copyright 2000						
DOE AL Additiona	al DC	9	Тур	Type of Operation: Government					
Make/Model:		Used			Acq	uisition:	Pur	chase	
Program Length:		10	Yea	rs	Date	e:	9-Jı	un-00	
Financial Informa	tion:			Depreciation:			1		
Capital Gains Tax		0	%				·		
Corp Tax Rate:			%	Method:	Stra	ightline			
Desired ROI:		0	%	Term:		10			
Interest Rate:		0	%	Residual:		95			
Inflation Rate:		2.5	%						
Ops Overhead:		0	%	+	\$	109,523.00	/Yea	ar	
Admin Overhead:		0	%	+	\$	60,173.00	/Yea	er .	
Revenue:	\$	-	/Flt	Hr. +	\$	•	/Mo		
Revenue Hours:	\$		Hrs	Υr.					
Flight Hours:		425	Hrs	Υr.					
Acquisition Cost:	\$	6,000,000	R	esidual Value:	\$	-			
			ı	Expenses +	T	ax Impact +		After Tax	
Year		Revenue	E	epreciation		epreciation		Cash Flow	
Acquisition Cost 0	\$	-	\$	(6,000,000)	\$	-	\$	(6,000,000)	
1	\$	-	\$	(1,666,226)			\$	(1,666,226)	
2	\$	-	\$	(1,707,882)		_	\$	(1,707,882)	
	\$	-	\$	(1,750,579)		_	\$	(1,750,579)	
4	\$		\$	(1,794,343)		-	\$	(1,794,343)	
5	\$	-	\$	(1,839,202)		•	\$	(1,839,202)	
6	\$	-	\$	(1,885,182)		-	\$	(1,885,182)	
7	\$	-	\$	(1,932,312)		-	\$	(1,932,312)	
8	\$	-	\$	(1,980,619)		-	\$	(1,980,619)	
9	\$	-	\$	(2,030,135)	\$	-	\$	(2,030,135)	
10	\$		\$	(2,080,888)	\$	-	\$	(2,080,888)	
11	\$	-	\$	-	\$	-	\$		
12	\$	· <u>-</u>	\$	-	\$	-	\$	-	
13	\$	-	\$	-	\$	-	\$		
14	\$	-	\$	-	\$	*	\$	-	
15	\$	-	\$	-	\$	-	\$	-	
16	\$	-	\$	-	\$	-	\$	-	
17	\$		\$	-	\$	-	\$	•	
18	\$	-	\$	-	\$		\$	-	
19	\$	-	\$	_	\$	-	\$	-	
20	\$	-	\$		\$	-	\$	-	
Total:	\$		\$	(24,667,369)	\$	-	\$	(24,667,369)	
Investment:	\$	6,000,000							
Present Value:	\$	(18,667,369)		Net Prese	nt V:	alue:	\$	(24,667,369)	
	<u> </u>	1.5,001,000/		1404 1 16361	40	4140.	Ψ	127,001,009)	





ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE AL Additional DC-9

Government

Make/Model:

Used

Acquisition: Purchase

425 Hours/Year

Aircraft Value: \$ -		Residual Value	e: \$ -											
Variable Cost Year	1	2	3		4	5		6	7		8	9	10	Total
Fuel	\$ 605,625	\$ 620,766	\$ 636,2	35 \$	652,192	\$ 668,497	\$ 6	85,209	\$ 702,339	\$ 7	19,898	\$ 737,895	\$ 756,343	\$ 6,785,048
Fuel Additives	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Maint Labor	\$ 78,743	\$ 80,712	\$ 82.7	29 \$	84,798	\$ 86,918	\$	89,090	\$ 91,318	\$	93,601	\$ 95,941	\$ 98,339	\$ 882,188
Parts	\$ 37,315	\$ 38,248	\$ 39.2	04 \$	40,184	\$ 41,189	\$	42,218	\$ 43,274	\$	44,356	\$ 45,465	\$ 46,60	\$ 418,054
Inspections	\$ -	S -	\$ -	\$	-	\$ -	\$	-	\$	\$	-	\$ -	\$ -	\$ -
Engine Restoral	\$ -	\$	S -	\$	-	\$ -	\$	-	\$ -	\$	- 1	\$ -	\$ -	\$ -
Engine Guaranteed Mx Plan	\$ 377,396	\$ 386,831	\$ 396,5	01 \$	406,414	\$ 416,574	\$ 4	126,989	\$ 437,663	\$ 4	48,605	\$ 459,820	\$ 471,310	\$ 4,228,109
Avionics Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$		\$ -	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Component Overhaul (Ail)	\$ -	\$	\$ -	\$	•	\$ -	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Life Limited Components (All)	\$ -	\$ -	\$ -	\$	•	\$ -	\$	•	\$ -	\$	-	\$ -	\$ -	\$ -
Other Services			1	-										
Flight Hour Cost	\$ 1,063	\$ 1,089	\$ 1,1	16 \$	1,144	\$ 1,173	\$	1,202	\$ 1,232	\$	1,263	\$ 1,295	\$ 1,32	\$ 11,904
Fixed Cost	\$ -	\$ -	\$ -	\$		\$ -	\$	-	\$ -	\$	- [\$ -	\$ -	\$ -
Landing/Parking Fees	\$ 3,073	\$ 3,150	\$ 3,2	28 \$	3,309	\$ 3,392	\$	3,477	\$ 3,563	\$		\$ 3,744	\$ 3,83	
Crew Expenses	\$ 42,390	\$ 43,449	\$ 44,5	35 \$	45,649	\$ 46,790	\$	47,960	\$ 49,159		50,388	\$ 51,647	\$ 52,93	
Small Supplies	\$ -	\$ -	\$ -	\$		\$ -	\$		\$ -	\$	-]	\$ -	\$ -	\$ -
Total Variable Cost	\$1,145,604	\$ 1.174,244	\$ 1,203,6	00 \$	1,233,690	\$ 1,264,532	\$ 1,:	296,145	\$ 1,328,549	\$1,3	61,763	\$1,395,807	\$ 1,430,70	2 \$ 12,834,633
Fixed Cost Year	1	2	3		4	5		6	7		8	9	10	Total
Salaries														
Pilot/Flight Crew	\$ 163,288	\$ 167,370	\$ 171,5	54 \$	175,843	\$ 180,239	\$	184,745	\$ 189,364	\$ 1	94,098	\$ 198,951	\$ 203,92	\$ 1,829,378
Maintenance Technicians	\$ 53,912	\$ 55,260	\$ 56,6	41 \$	58,057	\$ 59,509	\$	60,996	\$ 62,521	\$	64,084	\$ 65,687	\$ 67,32	\$ 603,997
Other	\$ 23,706	\$ 24,299	\$ 24,9	06 \$	25,529	\$ 26,167	\$	26,821	\$ 27,492	\$	28,179	\$ 28,883	\$ 29,60	\$ 265,587
Benefits .	\$ 72,272	\$ 74,079	\$ 75,9	31 \$	77,829	\$ 79,775	\$	81,769	\$ 83,813	\$	85,908	\$ 88,056	\$ 90,25	\$ 809,689
Hangar	\$ -	\$ -	\$	- \$		\$ -	\$	-	\$ -	\$	-	\$ -	\$	- \$ -
Insurance									1					
Hull	\$ -	\$ -	\$	- \$	-	\$ -	\$		\$ -	\$	-	\$ -	\$	\$ -
Liability	\$ 3,690	\$ 3,782	\$ 3,8	77 \$	3,974	\$ 4,073	\$	4,175	\$ 4,279	\$	4,386	\$ 4,496	\$ 4,60	\$ 41,340
Miscellaneous														
Training Pilot/Maint	\$ 28,117	\$ 28,820	\$ 29,5	40 \$	30,279	\$ 31,036	\$	31,812	\$ 32,607	\$	33,422	\$ 34,258	\$ 35,114	\$ 315,005
Management Fee	\$ -	\$ -	\$	- \$		\$ -	\$	-	\$ -	\$	-	\$ -	\$	- \$
Brokerage Fee	\$ -	\$ -	\$	- \$	-	\$ -	\$		\$ -	\$	-]	\$ -	\$	\$ -
New Int/Paint/Avionics	\$ -	\$ -	\$	- \$	-	\$ -	\$		\$ -	\$	-	\$ -	\$	- \$
Modernization	\$ -	\$ -	\$	- \$		\$ -	\$		\$ -	\$	-	\$ -	\$	- \$ -
Nav/Weather Services	\$ 5,942	\$ 6,091	\$ 6,2	43 \$	6,399	\$ 6,559		6,723	\$ 6,891		7,063	\$ 7,240	\$ 7.42	
Comp Maint Service	\$ -	\$ -	\$	- \$		\$ -	\$	-	\$ -	\$		\$ -	\$	
Refurbishing	\$ -	\$ -	\$	- \$		\$ -		-	\$ -	\$	-	\$ -	\$	
Other	\$ -	\$ -	\$	- \$	-	\$ -	\$	-	\$ -	\$	-	\$ -	\$	- \$ -
Total Fixed Cost	\$ 350,927	\$ 359,700	\$ 368,6	92 \$	377,910	\$ 387,358	\$:	397,041	\$ 406,968	\$ 4	17,142	\$ 427,570	\$ 438,25	\$ 3,931,567
Finance/Lease Cost	\$ -	s -	\$	- \$	-	\$ -	\$	-	\$ -	\$	- 1	\$ -	\$	\$ -
Aircraft Cash Payment/Resale	\$ -	\$ -	+	- \$		\$ -	\$	-	\$ -	\$	•	\$ -	\$	\$ -
Final Payment/Loan Payoff	\$ -	\$ -	s	- \$		\$ -	\$	-	\$ -	\$		\$ -	\$	\$ -
Operations Overhead	\$ 109,523					\$ 120,893	\$	123,915	\$ 127,013	\$ 1		\$ 133,443	\$ 136,77	\$ 1,227,028
Administrative Overhead (G&A)	\$ 60,173					\$ 66,420		68,080	\$ 69,782			\$ 73,315	\$ 75,14	
Total Annual Cost	\$1,666,226	\$ 1,707,882	\$ 1,750,5	79 \$	1,794,343	\$1,839,202	\$ 1,	885,182	\$ 1,932,312	\$1,9	80,619	\$2,030,135	\$2,080,88	3 \$ 18,667,369

Cost Of Ownership Analysis

For:

DOE AL Additional DC-9

9-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

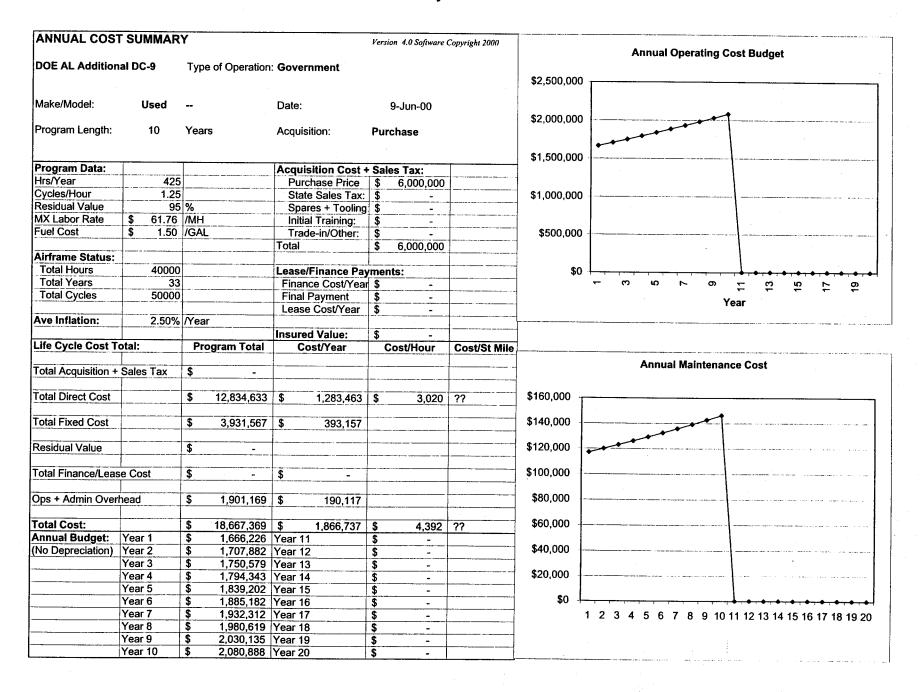
Government

Base of operation:

--

Notes:

Additional DC-9 Future Fleet GOGO



Customer:	DOE AL N229DE	Type of Operation:	Government	
Date of Analysis	9-Jun-00			
Date of Analysis:	9-3011-00	Type of Analysis:	Total Cost	
Aircraft:		Type of Affaiysis:	Total Cost	
Aircrait:		Acquisition Method:	Purchase	
1: # C4-4	Used	Acquisition method:	ruiciase	
Aircraft Status: Total Time	43538	Depreciation Method:	Straightline	
Total Years	33	If Straightline;	Stratyfittine	
Total Cycles	54218	Term (Years)	10	
Total Cycles	34210	Residual Value (%)	95%	
D		Residual Value (%)	93%	
Base of Operation:	-		· · · · · · · · · · · · · · · · · · ·	
Program Length (Years):	10			
Total Hours (Hrs/Yr):	425			
Cycles per Flt Hr (Airframe):	1.25			
Cycles per Flt Hr (Engine):	1.25			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,000,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.	.0%
Trade-in/Other:	\$ -			
Total	\$ 5,000,000	Brokerage Fee:	\$ -	·
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Fit Hr)	950	
Maintenance Labor Rate (\$/MI-		Other	\$ 2.	50
	·	Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5.9	
Salaries/Aircraft (\$/Year)		THAT IS TROUBLED OF THE LAND.	\$	
Pilots/Flight Crew:	\$ 163,288	Crew Expenses (\$/Fit Hr):		00
Maintenance Technicians:	\$ 53,912	Landing/ATC Fees (\$/Fit Hr):	\$	7
Other:	\$ 23,706	Small Supplies/Catering (\$/Flt Hr):	\$.	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	-
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value		0%
Operations Overhead (%):	\$ 20,117	Insurance: Liability (\$/Year):		90
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):		0%
nuministrative Overnead (%):				<u> </u>
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	- \$. 1

^{*} The data shown is based on user input

		·		

Labor MH/FH			Parts \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Inspection Cost Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5			I			
6						
7						·
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
,	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3	***************************************					
4						
5						
6						1
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19			<u> </u>			i
20						

Life Limited Parts	Parts Cost	Prem Removals	Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1					_	
2						
3						
4						
5						
6						
7						
8 9				-		
10						
11						
12						
13			ļ			
14						
15						
16						
17						<u> </u>
18						
19						
20			<u> </u>			
21						ļ
22 23	**					
23				i		
24			<u></u>			
25						
26 27	<u> </u>					
			ļ			
28				ļ		<u> </u>
29		ļ				<u> </u>
30	<u> </u>		<u> </u>	<u> </u>		<u> </u>

Engine Restoral/Hea	vy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	, , , , , , , , , , , , , , , , , , , ,				
	2					
	3					
	4					
	5					
Replacement 1	1			***************************************		
	2					
3	3					
	4					
	5					***************************************
•	3				····	
7	7		-			
	3					
9	9		1			
10	0					

Maintenance Cost Data

__

Database Date:

FINANCIAL ANALYSIS (Page 1)

9-Jun-00

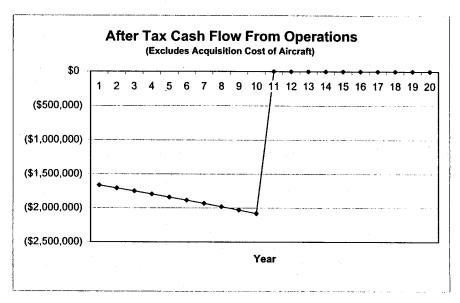
DOE AL N229DE

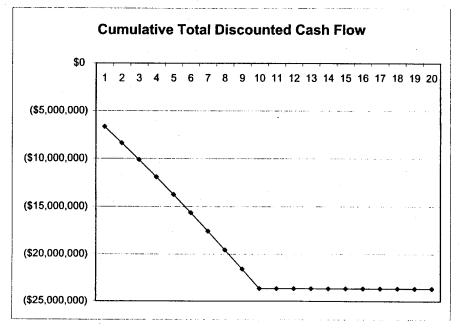
				Government							
Make/Model:	Used	-		Acquisition:	Purchase		42	5 Hours/Year		:	
Year	0	4	2			1		·	7	the state of	
Revenue:		!		3	ļ4	5	6	<u> </u>	8	9 .	10
Sales (Fit Hr)		\$ -	\$ -		·						
Sales (Month)		\$ -	\$ -		2	\$	- \$	+ =	3	<u> </u>	\$
Aircraft Sale		\$ -	\$ -	\$ -	\$ -	\$	- \$	_ Y	3	<u></u>	<u> </u>
Total		<u> </u>	\$ -	\$ -	2	\$	- S -		\$ -	<u> </u>	
Total			-	-	<u> </u>	Ι Φ	- 40 -	- \$ -	\$ -	\$ -	\$ -
Cost Without Tax Impac	ot:							·	<u> </u>		1
Acquisition Cost	\$ (5,000,000)	\$ -	\$ -	\$ -	\$ -	\$	- \$ -	\$ -	<u>s</u>	<u>s</u> -	\$ -
Principal Repayment		\$ -	\$ -	\$ -	\$ -	\$	- \$ -	\$ -	\$ -	š -	\$ -
Final Payment		\$ -	\$ -	\$ -	\$ -	\$	- \$ -		\$ -	<u>-</u>	\$ -
Total	\$ (5,000,000)	\$ -	\$ -	\$ -	\$ -	\$	- \$ -	\$ -		š -	\$
Cost With Tax Impact:				-		T					
Sales Tax		\$ -	\$ -	<u> </u>	\$ -	\$	- \$ -	+ c	•	<u> </u>	
Use Tax (Lease Only)		\$ -	<u> </u>	\$ - \$ -	· ·	\$	- 2		\$	<u> </u>	\$ -
Variable Cost		\$ (1,145,604)	\$ (1,174,244)	_ 	\$ (1,233,690)		2) \$ (1,296,145) \$ (1,328,549)	\$ (4 3C4 7C2)	\$	\$ -
Fixed Cost		\$ (350,927)		\$ (368,692)			3) \$ (397,041			\$ (1,395,807)	
Operations Overhead		\$ (109,523)	\$ (112,261)		.)					\$ (427,570) \$ (133,443)	\$ (438,259)
Admin Overhead (G&A	3	\$ (60,173)	\$ (61,677)							\$ (133,443) \$ (73,315)	
Depreciation	· · · · · · · · · · · · · · · · · · ·	\$ -	\$ -	\$ -	\$ -	\$	\$ -		\$ (1,521)	¢ (13,313)	\$ (75,140)
Interest		\$ -	\$ -	\$ -	\$ -	\$	+ <u></u>		- 0	-	0
Lease Payments		\$ -	\$ -	\$ -	\$ -	\$.	. Š -	\$	· · · · · · · · · · · · · · · · · · ·	2	
Total			\$ (1.707.882)	\$ (1,750,579)	\$ (1,794,343)		(1,885,182) \$ (1,932,312)	\$ (1,980,619)	\$ (2,030,135)	\$ (2,080,888)
			(11.0.1002)	(1,100,010)	<u> </u>	(1,000,202	7 (1,000,102); \(\psi \(\lambda\); \(\psi \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	(1,300,013)	ψ (2,030,133)	(2,000,000)
Tax Impact:											
Income Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -
Capital Gains Tax		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Total	·	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	-	\$ -	\$ <u>-</u>	\$ -
After Tax -				<u> </u>				1			l
Total Cash Flow:	\$ (5,000,000)	\$ (1,666,226)	\$ (1,707,882)	\$ (1,750,579)	\$ (1,794,343)	\$ (1,839,202	\$ (1,885,182	\$ (1,932,312)	\$ (1,980,619)	\$ (2,030,135)	\$ (2,080,888)
Operating Cash Flow:		\$ (1,666,226)	\$ (1,707,882)	\$ (1,750,579)	\$ (1,794,343)	\$ (1,839,202) \$ (1,885,182) \$ (1,932,312)	\$ (1,980,619)	\$ (2,030,135)	\$ (2,080,888)
Present Value of Total							1) \$ (1,932,312)			
Net Present Value:	ļ			1	1) \$ (17,575,727)			

Used -

			,								r			*** * * * · · · · · · · · · · · · · · ·
11		12	13	14		15	16	17	18	19	20			Year
														Revenues
\$		\$	\$ -	\$		\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$		Sales (Flt Hr)
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$		Sales (Month)
\$	-	\$ -	\$ -	\$	-	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ -	\$	-	Aircraft Sale
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Total
-														Cost Without Tax Impact:
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$	(5,000,000)	Acquisition Cost
\$		\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	- \$	\$ -	\$	-	Principal Repayment
\$	-	\$ -	\$ -	\$	-	\$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ -	\$	-	Final Payment
\$	-	\$ -	\$ - \$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(5,000,000)	Total
												Ĺ		Cost With Tax Impact:
\$	-	\$ -	\$ -	\$		\$ -	\$ -	\$ -		\$ - \$ -	\$ -	\$	· · _	Sales Tax
\$		\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$		Charter Tax
\$	-	\$ -	\$ -	\$		\$ -	\$		\$ -	\$ -	\$ -		(12,834,633)	Variable Cost
\$	-	\$ -	\$	\$	-	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(3,931,567)	Fixed Cost
\$	-	\$ -	\$	\$	-	\$ -	\$	\$ -		\$ -	\$ -	\$	(1,227,028)	Operations Overhead
\$		\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(674,141)	Admin Overhead (G&A)
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Depreciation
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Interest
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Lease Payments
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(18,667,369)	
									1	Г				Taylorate
				•		<u></u>		-	-	<u> </u>	6	-		Tax Impact:
\$ -	-	\$ -	\$ -	\$	-	<u>\$</u> -	\$ -	\$ -	\$ -	\$ -	\$ -	3		Income Tax
<u>\$</u> -	-	\$ -	\$	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Capital Gains Tax
\$	-	\$ -	\$ -	\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$		Total
						182.4								After Tax -
\$	-	\$ -	-	<u> </u>	-	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$	(23,667,369)	Total Cash Flow:
\$	-	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(18,667,369)	Operating Cash Flow:
•		•	•	\$		¢		\$ -	\$ -	•	<u> </u>	-	/10 CC7 2CO	Descent Volum
\$		<u> </u>	\$ -	1 3		\$ -	\$ -	a -	3 -	\$ -	\$	3	(10,001,309)	Present Value:
\$ (23,667,3	169)	\$ (23,667,369)	\$ (23,667,369	\$ (23,667,	,369)	\$ (23,667,369)	\$ (23,667,369)	\$ (23,667,369)	\$ (23,667,369)	\$ (23,667,369)	\$ (23,667,369)	\$	(23,667,369)	Net Present Value

FINANCIAL ANA	ALY:	SIS SUMMA	R۱	<u> </u>	Ver	rsion 4.0 Software Cop	yright 2000	
DOE AL N229DE			Ту	pe of Operation:	G	overnment		
Make/Model:		Used			Ac	equisition:	Purchase	
Program Length:		10	Υe	ears	Da	ate:	9-Jun-00	
Financial Informat	ion:		Г	Depreciation:	Ī			
Capital Gains Tax		0	%		1			
Corp Tax Rate:		0	%	Method:	St	raightline		
Desired ROI:		0	%	Term:	†	10		
Interest Rate:		0	%	Residual:		95		
Inflation Rate:		2.5	%		†		· · · · · · · · · · · · · · · · · · ·	
Ops Overhead:		0	%	+	\$	109,523.00	/Year	
Admin Overhead:		0	%		\$		/Year	
Revenue:	\$			lt Hr. +	\$		/Mo	
Revenue Hours:	\$			s/Yr.				
Flight Hours:		425		s/Yr.	†			
Acquisition Cost:	\$	5,000,000		Residual Value:	\$			
				Expenses +	Ť	Tax Impact +	After Tax	
Year		Revenue		Depreciation		Depreciation	Cash Flow	,
Acquisition Cost 0		-	\$	(5,000,000)	\$		\$ (5,000,0	
1	\$		\$	(1,666,226)			\$ (1,666,2	
2	\$	-	\$	(1,707,882)		· -	\$ (1,707,8	
3	\$		\$	(1,750,579)			\$ (1,750,5	
4	\$	-	\$	(1,794,343)		-		
5	\$		\$				\$ (1,794,3)4 C
6	\$		\$	(1,839,202)		-	\$ (1,839,2	.02
	\$		\$	(1,885,182)			\$ (1,885,1	
7		-		(1,932,312)	\$	-	\$ (1,932,3	112
	\$	-	\$	(1,980,619)	3		\$ (1,980,6	115
9	\$		\$	(2,030,135)	\$	-	\$ (2,030,1	
	\$	<u> </u>	\$	(2,080,888)		-	\$ (2,080,8	86
11	\$	-	\$	-	\$	-	\$ -	•
			\$		\$	-	\$ -	•
13			\$	-	\$	-	\$ -	•
14			\$		\$	_	\$ -	•
	\$		\$	-	\$	-	\$ -	•
16		-	\$	-	\$	-	\$:	-
17	\$	-	\$	-	\$	-	\$ -	•
18	<u> </u>	-	\$	····	\$	-	\$	•
	\$	-	\$	-	\$	-	\$ -	
20	_ -	-	\$	-	\$	-	\$ -	
Total:	\$	-	\$	(23,667,369)	\$	-	\$ (23,667,3	69
Investment:	\$	5,000,000						
Present Value:	\$	(18,667,369)		Net Prese	L.,		\$ (23,667,3	





ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE AL N229DE

Government

Make/Model:

Head

425 Hours/Year

Make/Model: Used	-				Ac	quisition:	Pu	ırchase		425	Но	urs/Year										
			_		_																	
Aircraft Value: \$ -			Re	sidual Value:	\$	-																
Walata Carl	.1			2		3							-	- 1		_	_			- 40 1		
Variable Cost Yea		1	-		•		-	4 652,192	-	5	-	6	•	7	ć	8 740 000	_	9 707 005		10	_	Total
Fuel Additives	<u>\$</u>	605,625	\$	620,766	\$	636,285	\$	052,192	\$		\$	685,209	\$	702,339	\$	719,898	\$	737,895	\$	756,343		6,785,048
Maint Labor	\$	70 740	\$		\$		-				\$	-			\$		\$	-	\$		\$	
		78,743		80,712		82,729	\$	84,798	\$		<u> </u>	89,090	\$	91,318	\$	93,601	\$	95,941	\$	98,339	\$	882,188
Parts	\$	37,315	\$	38,248	\$	39,204	\$	40,184	\$		\$		\$	43,274	\$	44,356	\$	45,465	\$		\$	418,054
Inspections	\$	<u> </u>	\$	•	\$	· · · · ·	\$		\$		\$		\$	-	\$	-	\$		<u>\$</u>		\$	-
Engine Restoral	\$ \$		<u> </u>		\$	200 504	\$	100 111	\$		-	400.000		407.000	\$	- 440.005	\$	-	\$		\$_	
Engine Guaranteed Mx Plan		377,396	\$	386,831	\$	396,501	\$	406,414	\$	416,574	\$	426,989	\$	437,663	\$	448,605	\$	459,820	\$	471,316	<u> </u>	4,228,109
Avionics Guaranteed Mx Plan	\$ \$		\$		\$				\$		\$		\$ \$		\$		\$	-	\$		\$	<u>-</u>
Component Overhaul (All)	\$		\$	· · · · · ·	\$		\$	····	\$		\$	-	\$		\$	-	\$		\$		\$	
Life Limited Components (All)	3		3	-	\$		*	•	\$	<u>-</u>	3		\$	-	\$	-	\$	-	\$		\$_	
Other Services	+-	4 000	_	4 000	_	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	<u> </u>	4 4 4 4	-	4 470	_	4 000	_	- 1 000	_	4 4 5 5	_		_		_	
Flight Hour Cost	\$	1,063	\$	1,089	\$	1,116	\$	1,144	\$	1,173	\$	1,202	\$	1,232	\$	1,263	\$	1,295	\$	1,327	\$	11,904
Fixed Cost	\$		\$		\$	-	\$	-	\$		\$		\$		\$	-	\$		\$		\$	
Landing/Parking Fees	\$	3,073	\$	3,150	\$	3,228	\$	3,309	\$		\$	3,477	\$	3,563	\$	3,653	\$	3,744	\$	3,837	\$	34,425
Crew Expenses	\$	42,390	\$	43,449	\$	44,535	\$	45,649	\$		\$	47,960	\$	49,159	\$	50,388	\$	51,647	\$	52,939	\$	474,906
Small Supplies	\$		\$	-	\$		\$	<u> </u>	\$	<u>-</u>	\$	-	\$		\$	-	\$		\$		\$	
	1-		Ļ		_		_	1 000 000	_		_		_		_		Ļ					
Total Variable Cost	t \$	1,145,604	\$	1,174,244	\$	1,203,600	\$	1,233,690	1	1,264,532	\$	1,296,145	\$	1,328,549	\$	1,361,763	\$	1,395,807	<u>\$1</u>	,430,702	\$1	2,834,633
Fixed Cost Yea	_	1				_	_			5	-			-	_							
1.017 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 -	<u></u>	1	_	2	—	3	<u> </u>	4	_	5		6	_	7		8		9		10		Total
Salaries	-	400.000	_	407.070	_	474.554	-	475.040	-	400.000	_	404745		400.004	_	40.4.000	4	100.024	_	222 224	_	
Pilot/Flight Crew	\$	163,288	\$	167,370	\$	171,554	\$	175,843	\$		\$		\$		\$	194,098	\$		\$	203,924		1,829,378
Maintenance Technicians	\$	53,912	\$	55,260	\$	56,641	\$	58,057 25,529	\$		\$	60,996	\$		\$	64,084	\$	65,687	\$		\$	603,997
Other	\$	23,706 72,272	\$	24,299	\$	24,906 75,931	\$	77,829	\$		\$	26,821 81,769		27,492	\$	28,179	\$	28,883	\$		\$	265,587
Benefits	\$	12,212	\$	74,079	\$ \$	75,931	\$	11,829	\$		\$	81,769	\$		\$	85,908	\$	88,056	\$	90,258	\$	809,689
Hangar	1.3		3		•		3	-	3		3		3		\$	-	\$		\$	-	\$	-
Insurance			-		-		s		-		\$		\$		_				_		_	
Hull	\$	3.690	\$		\$	3,877	\$	3,974	<u>\$</u>	4.073	\$	4,175	\$		\$	- 4000	\$		\$_		\$_	
Liability	13	3,690	\$	3,782	\$	3,877	4	3,974	. 3	4,073	13	4,1/5	<u> </u>	4,279	\$	4,386	\$	4,496	\$	4,608	\$	41,340
Miscellaneous	\$	00 447		00.000		00.540	-	20.070	•	24.026	-	24.040	_	00.007	_	00.400	_	21.000	_	55.444	_	247.227
Training Pilot/Maint		28,117	\$	28,820	\$	29,540	\$	30,279	\$		\$	31,812	\$	32,607		33,422	\$	34,258	\$_	35,114	\$	315,005
Management Fee	\$	-	\$		\$		\$	-	\$		\$		\$		\$		\$	-	\$		\$	-
Brokerage Fee	\$		\$	-	\$		\$		\$		\$		\$		\$		\$		\$		\$_	
New Int/Paint/Avionics	\$		\$		\$	-	\$		\$		\$	-	\$		\$		\$		\$		\$	-
Modernization	— <u> </u>		\$		\$		\$	- 0.000	\$		\$		\$		\$		\$		\$		\$	
Nav/Weather Services	\$	5,942	\$	6,091	\$	6,243	\$	6,399	\$	6,559	\$	6,723	\$		\$	7,063	\$	7,240	\$		\$	66,570
Comp Maint Service	\$		\$	-	\$		\$		\$		\$	•	\$		\$		\$		\$		\$	-
Refurbishing	\$		\$	-	\$	-	\$	-	\$		\$		\$:	\$		\$	-	\$		\$. •
Other	\$		\$	-	\$		\$	-	\$		\$	-	\$		<u>\$</u>		\$	-	\$	-	\$	-
Total Fixed Cost	1 6	350.927	\$	050 700	_	200.000		277.040	•	387,358	-	397,041		400,000	_	447.440	_		_	400.000	_	
Total Fixed Cost	113	350,927	3	359,700	\$	368,692	\$	3//,9/0	Þ	307,336	Þ	397,041	\$	406,968	3	417,142	\$	427,570	\$	438,259	\$	3,931,567
Finance/Lease Cost	\$		\$		\$		\$	-	\$	- 1	\$	-	\$		\$		•		-	r	•	
Aircraft Cash Payment/Resale	\$ \$		\$		\$		\$		\$		\$	-	\$		\$		\$ \$		\$		\$	
Final Payment/Loan Payoff	\$		\$		\$		\$	-	\$		9		\$		\$				\$ \$		<u> </u>	
Operations Overhead	\$	109,523	\$	112,261	\$		\$	117,944	\$		\$	123,915	\$	127.013	\$	120 400	\$	133,443			\$	1 227 202
Administrative Overhead (G&A)	\$	60,173	\$		\$	63,219	\$	64,800	\$		\$	68,080	\$			130,188	\$				<u> </u>	1,227,028
Administrative Overnead (Gov)	13	00,173	3	61,677		03,219	Ð	04,000	Ð	00,420	Ð	00,000	4	09,782	\$	71,527	\$	73,315	\$	75,148	\$	674,141
Total Annual Cost	1 5	1 666 226	•	1,707,882	C 1	750 579	5	1 794 343	\$	1 830 202	\$ 1	1 885 182	•	1 032 312	•	080 610	•	2 030 135	<u> </u>	080 888	Q 4	9 667 360
Total Allitual Cost	1 4	1,000,220	J	1,101,002	ا و	1,100,019	Ψ	1,1 34,343	*	1,009,202		1,000,102	4	1,332,312	Þ	1 61 0,005.1	Φ.	2,030,135	92	,000,000	3 10	0,007,309

Cost Of Ownership Analysis

For:

DOE AL N229DE

9-Jun-00

Aircraft:

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Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

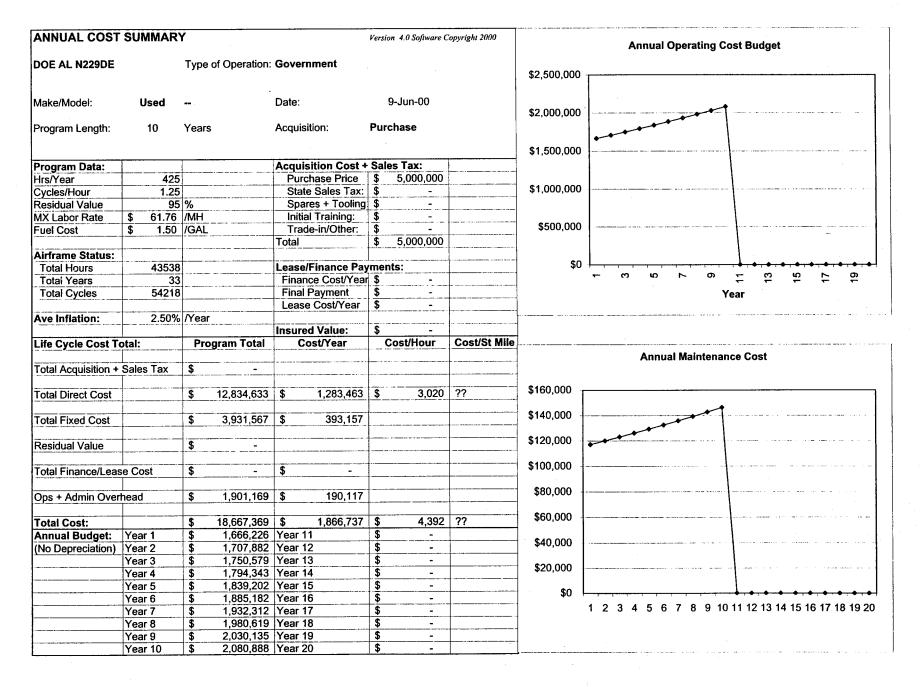
Government

Base of operation:

--

Notes:

DC-9 Future Fleet GOGO



Customer:	DOE AL N229DE	Time of Occasion		
Customer:	DOE AL NZZGDE	Type of Operation:	Government	
Date of Analysis:	20-Jul-00			
Date Of Allalysis.	20-301-00	Type of Analysis:	Total Cost	
Aircraft:		Type of Allalysis.	Total Cost	
Antique.		Acquisition Method:	Durchage	
Aircraft Status:	Used	Acquisition method:	Purchase	
Total Time	43538	Depreciation Method:	Straightline	
Total Years	33	If Straightline;	Straigntline	
Total Cycles	54218	Term (Years)	10	
Total Oycles	34210	Residual Value (%)	95%	
Base of Operation:		Residual Value (76)	93%	
Daso or operation.			-	
				-
Program Length (Years):	10			-
Total Hours (Hrs/Yr):	425			
Cycles per Flt Hr (Airframe):	1.25		-	
Cycles per Flt Hr (Engine):	1.25			
, , , , , ,			 	
Acquisition Cost - Purchase				
Purchase Price	\$ 5,000,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -		<u> </u>	
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -		99.070	
Total	\$ 5,000,000	Brokerage Fee:	\$ -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Fit Hr)	950	
Maintenance Labor Rate (\$/MI-		Other	\$ 2.50	
			2.50	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5.942	
Salaries/Aircraft (\$/Year)		(4/11)	\$ -	
Pilots/Flight Crew:	\$ 163,288	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 53,912	Landing/ATC Fees (\$/Flt Hr):	\$ 7	
Other:	\$ 23,706	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value		
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3.690	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr):	\$ 90,260	Computer Maint Mgmt System (\$/Y		

^{*} The data shown is based on user input

·			
	·		

Database Date:

Jan-00

Labor MH/FH			Parts \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

		,			
Guaranteed Maintena	nce Plans				i
Cuaranteca mamienta	ioc i iuiio				
Canina	Von	Avionics:	No	A DI I+	No.
rengine:	Yes	AVIORICS.	No	APU.	No

Inspections		Inspection Cost Total (Current \$)	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7			i			
8						
9						
10						
11						
12						
One Time 1		<u> </u>				
2			İ		l l	

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Life Limited Parts	Parts Cost Prem Removals Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						

12 13						
14						
15 16						
17						
18						
19						
20						
21						
22						····
22 23 24 25 26 27 28 29						
24						
25						t
26						
27						†
28						
29						ļ
30						t
30		L			1 .	1

Engine Restoral/Heavy	Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Maintenance Cost Data

Database Date:

Jan-00

ue 1) Used
Used
Used
0

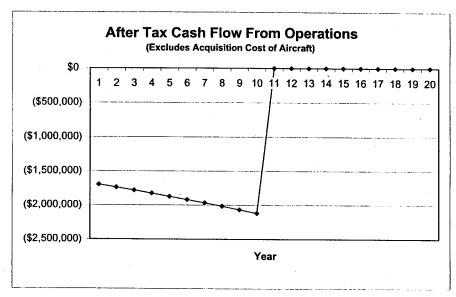
20-Jul-00

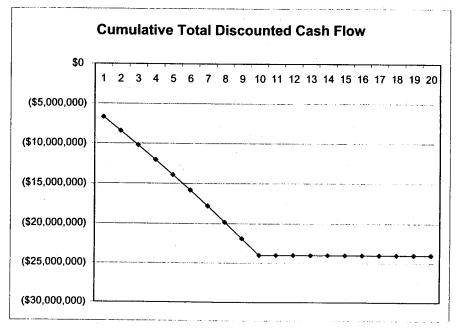
DOL AL NZZODE						Go	vernment														
Make/Model:	Used	_				Ac	quisition:	Pu	rchase				425	Hot	ırs/Year						
Year	0		1		2	_	3		4		5	-	6		7	Γ	8		9		10
Revenue:		-			- 		Ÿ						······		<u> </u>			-			
Sales (Fit Hr)		\$		S		\$		\$		\$		\$		\$		\$		\$		\$	
Sales (Month)		\$		\$		\$		\$		\$		\$		- š		\$	_	\$		Š	
Aircraft Sale		\$		\$		\$		\$		\$		\$		\$		\$		\$		ě	
Total		\$		Š		\$	-	\$		\$		\$		\$		\$		Š		ŝ	
	<u> </u>	J¥												_ -		I¥.			· · · · · · · · · · · · · · · · · · ·	<u> </u>	
Cost Without Tax Impa		Ι_																		_	
Acquisition Cost	\$ (5,000,000)	\$		\$		\$	-	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	
Principal Repayment	\$ -	\$		\$		\$	_	\$		\$	_	\$	-	\$	-	\$		\$	-]	\$	
Final Payment		\$	_	\$	-	\$		\$	<u>-</u>	\$	_	\$		\$	-	\$	-	\$		\$	-
Total	\$ (5,000,000)	\$	-	\$	-	\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Cost With Tax Impact:		Į				_		_		-				_		_		_			
Sales Tax		\$		\$		\$	-	\$		\$	-	\$	-	\$	<u>-</u> _	\$		\$. <u>Ş</u>	-
Use Tax (Lease Only)		\$		\$		\$		\$		\$		\$		\$	-	\$		\$		\$	
Variable Cost		\$	(1,145,604)		(1,174,244)		(1,203,600)						(1,296,145)	\$	(1,328,549)					\$	(1,430,702
Fixed Cost		\$	(350,927)		(359,700)		(368,692)		(377,910)		(387,358)		(397,041)		(406,968)		(417,142)		(427,570)	2	(438,259
Operations Overhead		\$	(109,523)		(112,261)		(115,068)		(117,944)				(123,915)		(127,013)				(133,443)	-	(136,779
Admin Overhead (G&/	})	\$	(90,260)		(92,517)		(94,829)		(97,200)		(99,630)		(102,121)	\$	(104,674)	\$	(107,291)	\$	(109,973)	\$	(112,722
Depreciation		\$	<u> </u>	\$_		\$	<u>-</u>	\$	- _	\$		\$		<u>\$</u>		<u>\$</u>		\$	-	\$	
Interest		\$		\$				\$		\$		\$		\$_		\$		\$		<u>\$</u>	
Lease Payments		\$	-	\$	-	\$		\$		\$		\$		\$	<u> </u>	\$	<u> </u>	\$		\$	<u></u>
Total		\$	(1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463
Tax Impact:	<u> </u>	T				Γ										_		_			
Income Tax		\$		\$		\$		\$		\$		\$		\$	-	4		Š	· - · · · · - <u>-</u> · · ·	\$	
Capital Gains Tax		\$	-	\$		\$	-	\$	-	\$		\$	•	\$		\$		Š		Š	
Total		\$		<u>\$</u>		\$		\$		\$		\$		\$		\$		\$		\$	
Total	<u> </u>	1. *		<u> </u>	-	Ψ.		<u> </u>			· · · · · · · · · · · · · · · · · · ·	Ψ.		<u> </u>		Ψ.					
After Tax -				_																	
Total Cash Flow:	\$ (5,000,000)	\$	(1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463
Operating Cash Flow:		\$	(1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$_	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463
Present Value of Total	Cash Flow	\$	(1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463
Net Present Value:	\$ (5,000,000)	•	(6 606 313)	•	(8.435.034)	6	10 217 2241	e /	12 042 067)	•	(13 016 390)	•	(15 835 602)	e /	17 902 9061	ē	(10.910.100)	ě	(21,885,983)	• /	24 004 445
inet Present value:	Φ (3,000,000)	1 4	(0,030,313)	<u> </u>	(0,435,034)	D	10,217,224)	10	12,043,507)	4	(10,310,300)	D.	10,000,000)	Ð (11,002,000)	1 D	(15,015,190)	<u> </u>	(21,000,903)	<u> 21</u>	24,004,445

Used

											· · · · · · · · · · · · · · · · · · ·	
11		12	13	14	15	16	17	18	19	20	Total	Year
												Revenues
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Fit Hr)
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$	-	\$ - \$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	Aircraft Sale
S	_	\$ -	\$ -	\$ - \$ -	\$ -	<u>\$</u>	\$ -	\$ -	\$ -	\$ -	\$ -	Total
L			who i									
					1		1000					Cost Without Tax Impact:
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	Acquisition Cost
\$	-	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Principal Repayment
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Final Payment
\$		\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	
<u> </u>		7		- 								
			1	1								Cost With Tax Impact:
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	Charter Tax
Š		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (12,834,633)	Variable Cost
\$	-	\$ -	\$ -	* · · ·	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,931,567)	Fixed Cost
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,227,028)	
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,011,217)	
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Depreciation
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Interest
\$		\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	Lease Payments
\$		\$ -	- -	- f- ±	\$ <u>-</u> \$ -	\$ - \$ -	\$ -	\$ -	\$ -		\$ (19,004,445)	Total
Ψ		Ψ -	1.4	Ι.Ψ	ΙΨ	, •	*	*	I Y		(70,00 1,110)	1.0.0.
Γ	ī		T	T							T	Tax Impact:
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Š -	Income Tax
<u>φ</u>		\$ - \$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Š -	† *	Capital Gains Tax
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	š -	Total
Ψ		<u>Ψ -</u>	<u> </u>	-	Ψ	Ψ .	Ψ	<u> </u>	Ψ	Ι Ψ	ΙΨ	1,0101
			T	1	T						T	After Tax -
-			+	•	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (24,004,445)	Total Cash Flow:
\$	-	\$ -	\$ -	-	\$ -	\$ -	-	<u>.</u>	Ψ -	· • · · · · · · · · · · · · · · · · · ·	φ (24,004,445)	TOTAL CASH FIOW.
			 	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	£ /10 004 445	Operating Cook Flour
\$		\$	\$ -	\$ -	\$ -	\$ -	<u>Ψ</u> -	· -	\$ -	- 	Ψ (15,004,445)	Operating Cash Flow:
			-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	£ (10,004,445)	Present Value:
\$		\$ -	\$ -	- -	\$ -	-	9	· -	ļ Ψ	<u>-</u>	ψ (15,004,445)	riesell value.
0.04.00	4.445	£ (04 004 445	6 (24 004 445)	C (24 004 445)	£ (04 004 44E)	6 (24 004 445)	£ (24 004 445)	\$ (24 004 44E)	\$ /24 004 445	\$ /24 004 445	\$ (24,004,445)	Net Present Value
⊅ (∠4,00	4,445)	\$ (24,UU4,445) a (24,004,445)) - 5 (24,004,445)	<u> \$ (24,004,445)</u>	φ (24,004,445)	Φ (24,004,445)	ψ (24,004,443)	_ φ (24,004,443)	ψ (Z4,004,443)	ψ (24,004,445)	HART LIBRAIL ANITA

FINANCIAL AN	NANCIAL ANALYSIS SUMMARY						yright	2000
DOE AL N229DE			Туре о	f Operation:	Gov	ernment/		
Make/Model:	Use	d	 ,		Acq	uisition:	Pur	chase
Program Length:		10	Years		Date	ə:	20-	Jui-00
Financial Informa	tion:		De	preciation:				
Capital Gains Tax		0						
Corp Tax Rate:		0		Method:	Stra	ightline	t	
Desired ROI:			%	Term:		10		
Interest Rate:				Residual:		95		
Inflation Rate:			%				 -	
Ops Overhead:		0		+	\$	109,523.00	/Yea	ar
Admin Overhead:		ō		+	\$	90,260.00		
Revenue:	\$		/Flt Hr.	+	\$		/Mo	
Revenue Hours:	\$		Hrs/Yr.		''		,	
Flight Hours:	_ _		Hrs/Yr.					
Acquisition Cost:	\$ 50	000,000		dual Value:	•			
quioittoii ocott	V 0,0	00,000		enses +		ax Impact +		After Tax
Year	Rever			reciation		epreciation		Cash Flow
Acquisition Cost 0	\$	iue				epreciation		
		-		(5,000,000)			\$	(5,000,000
1	\$		\$	(1,696,313)	\$		\$	(1,696,313
2	\$			(1,738,721)			\$	(1,738,721
3	\$			(1,782,189)		_	\$	(1,782,189
4	\$	-		(1,826,744)			\$	(1,826,744
5	\$	-	\$	(1,872,412)	\$		\$	(1,872,412
6	\$	-	\$	(1,919,223)	\$		\$	(1,919,223
7	\$	-		(1,967,203)		-	\$	(1,967,203
8	\$		\$	(2,016,383)	\$		\$	(2,016,383
9	\$			(2,066,793)		-	\$	(2,066,793
10	\$	-	\$	(2,118,463)		-	\$	(2,118,463
11	\$	-	\$	-	\$	-	\$	
12	\$	-	\$	-	\$	-	\$	-
13	\$	-	\$		\$	-	\$	-
14	\$	-	\$	•	\$	-	\$	-
15	\$	- 1	\$	-	\$	*	\$	_
16	\$	-	\$	-	\$	-	\$	
17	\$	-	\$	-	\$	•	\$	
18	\$	-	\$	_	\$	-	\$	
19	\$		\$	-	\$		- ¥	
20	\$ \$		\$	-	\$		\$	
Total:	\$	-		24,004,445)	\$		\$	(24,004,445)
Investment:	\$ 5,0	00,000						
Present Value:	\$ (19,0	04,445)		Net Prese	nt Va	ilue:	\$	(24,004,445)





ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL N229DE

Government

Make/Model:

Used -

Acquisition: Purchase

425 Hours/Year

Aircraft Value: \$ -		Residual Value	: \$ -						
Variable Cost Year	1	2	3	4	5	6	7	8 9	10 Total
Fuel	\$ 605,625	\$ 620,766	\$ 636,285	\$ 652,192	\$ 668,497	\$ 685,209	\$ 702,339	\$ 719,898 \$ 737,895	\$ 756,343 \$ 6,785,048
Fuel Additives	\$ -	\$ -	\$ -	S -	\$ -	s -	s -	\$ - S -	s - s -
Maint Labor	\$ 78,743	\$ 80,712	\$ 82,729	+	\$ 86,918	\$ 89,090	\$ 91,318	\$ 93,601 \$ 95,941	\$ 98,339 \$ 882,188
Parts	\$ 37,315	\$ 38,248	\$ 39,204	\$ 40,184	\$ 41,189	\$ 42.218	\$ 43,274	\$ 44,356 \$ 45,465	\$ 46,601 \$ 418,054
Inspections	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Engine Restoral	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Engine Restoral Engine Guaranteed Mx Plan	\$ 377,396	\$ 386,831	\$ 396,501	\$ 406,414	\$ 416,574	\$ 426,989	\$ 437,663	\$ 448,605 \$ 459,820	\$ 471,316 \$ 4,228,109
Avionics Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Component Overhaul (All)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Life Limited Components (All)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Other Services		-		+	-		Ψ	<u> </u>	'
Flight Hour Cost	\$ 1,063	\$ 1.089	\$ 1,116	\$ 1,144	\$ 1,173	\$ 1,202	\$ 1,232	\$ 1,263 \$ 1,295	\$ 1,327 \$ 11,904
Fixed Cost	\$ 1,003	\$ -	\$ -	\$ -	\$ 1,173	\$ 1,202	\$ 1,232	\$ - \$ -	\$ 1,327 \$ 11,304 \$ - \$ -
Landing/Parking Fees	\$ 3,073	\$ 3,150	\$ 3,228	\$ 3.309	\$ 3,392	\$ 3,477	\$ 3.563	\$ 3.653 \$ 3.744	\$ 3.837 \$ 34.425
Crew Expenses	\$ 42,390	\$ 43,449	+	<u> </u>	\$ 46,790	\$ 47,960	\$ 49,159	\$ 50,388 \$ 51,647	\$ 52,939 \$ 474,906
Small Supplies	\$ 42,390	\$ 43,449	\$ 44,535	\$ 45,049	\$ 46,790	\$ 47,900	\$ 49,139	\$ - \$ -	\$ 52,939 \$ 474,900
Smail Supplies	3 -	ъ -	a -	3 -	-	a -	3 -	3 - 3 -	3 - 3 -
Total Variable Cost	\$1,145,604	\$ 1,174,244	\$1,203,600	\$1,233,690	\$1,264,532	\$1,296,145	\$1,328,549	\$1,361,763 \$1,395,807	\$1,430,702 \$12,834,633
Fixed Cost Year	1	2	3	4	5	6	7	8 9	10 Total
Salaries		,							
Pilot/Flight Crew	\$ 163,288	\$ 167,370	\$ 171,554	\$ 175,843	\$ 180,239	\$ 184,745	\$ 189,364	\$ 194,098 \$ 198,951	\$ 203,924 \$ 1,829,378
Maintenance Technicians	\$ 53,912	\$ 55,260	\$ 56,641	\$ 58,057	\$ 59,509	\$ 60,996	\$ 62,521	\$ 64,084 \$ 65,687	\$ 67,329 \$ 603,997
Other	\$ 23,706	\$ 24,299	\$ 24,906	\$ 25,529	\$ 26,167	\$ 26,821	\$ 27,492	\$ 28,179 \$ 28,883	\$ 29,606 \$ 265,587
Benefits	\$ 72,272	\$ 74,079	\$ 75,931	\$ 77,829	\$ 79,775	\$ 81,769	\$ 83,813	\$ 85,908 \$ 88,056	\$ 90,258 \$ 809,689
Hangar	\$ -	S -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Insurance									
Hull	S -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - S -	S - S -
Liability	\$ 3,690	\$ 3,782	\$ 3,877	\$ 3,974	\$ 4,073	\$ 4,175	\$ 4,279	\$ 4,386 \$ 4,496	\$ 4,608 \$ 41,340
Miscellaneous									
Training Pilot/Maint	\$ 28,117	\$ 28,820	\$ 29,540	\$ 30,279	\$ 31,036	\$ 31,812	\$ 32,607	\$ 33,422 \$ 34,258	\$ 35,114 \$ 315,005
Management Fee	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Brokerage Fee	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
New Int/Paint/Avionics	\$ -	\$ -	\$ -		š -	š -	\$ -	\$ - \$ -	\$ - \$ -
Modernization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Nav/Weather Services	\$ 5,942	\$ 6,091	\$ 6.243		\$ 6,559	\$ 6,723	\$ 6,891	\$ 7.063 \$ 7.240	\$ 7,421 \$ 66,570
Comp Maint Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Refurbishing	\$ -	\$ -	\$ -	- :	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	š -	\$ -	\$ - \$ -	\$ - \$ -
Otilei		-	-	+*	-	 	-		
Total Fixed Cost	\$ 350,927	\$ 359,700	\$ 368,692	\$ 377,910	\$ 387,358	\$ 397,041	\$ 406,968	\$ 417,142 \$ 427,570	\$ 438,259 \$ 3,931,567
Finance/Lease Cost	\$ -	\$ -			\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Aircraft Cash Payment/Resale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Final Payment/Loan Payoff	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -
Operations Overhead	\$ 109,523	\$ 112,261	\$ 115,068	\$ 117,944	\$ 120,893	\$ 123,915	\$ 127,013	\$ 130,188 \$ 133,443	\$ 136,779 \$ 1,227,028
Administrative Overhead (G&A)	\$ 90,260	\$ 92,517	\$ 94,829	\$ 97,200	\$ 99,630	\$ 102,121	\$ 104,674	\$ 107,291 \$ 109,973	\$ 112,722 \$ 1,011,217
Total Annual Cost	\$1,696,313	\$ 1,738,721	\$1,782,189	\$1,826,744	\$1,872,412	\$1,919,223	\$1,967,203	\$2,016,383 \$2,066,793	\$2,118,463 \$19,004,445

Cost Of Ownership Analysis

For:

DOE AL N229DE

20-Jul-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

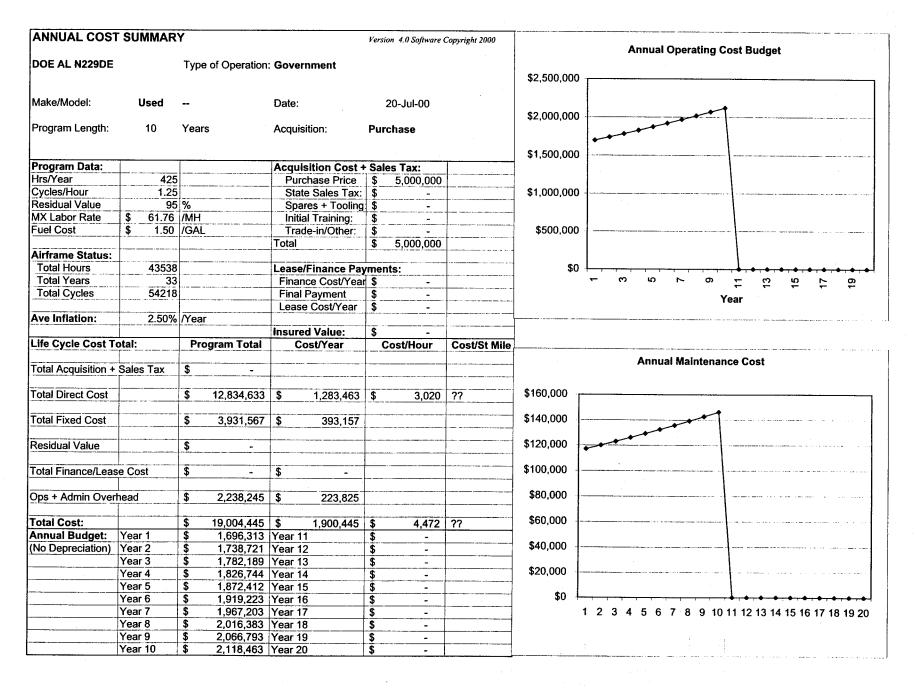
Government

Base of operation:

--

Notes:

DC-9 Future Fleet GOCO



Notes: DC-9 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%

Customer:	DOE AL N229DE	Type of Operation:	Government	ļ
Date of Analysis:	7-Jun-00			
Date Of Analysis.	7-5411-00	Type of Analysis:	Total Cost	
Aircraft:		Type of Allarysis.	Total Cost	1
militait.	-	Acquisition Method:	Purchase	-
Aircraft Status:	Used	Acquisition method.	Furciase	
Total Time	43538	Depreciation Method:	Straightline	-
Total Years	33	If Straightline;	Straightline	
Total Cycles	54218	Term (Years)	10	
Total Cycles	34216	Residual Value (%)	95%	
Page of Oppositions		Residual Value (%)	95%	-
Base of Operation:	-			
Program Length (Years):	10			1
Total Hours (Hrs/Yr):	499.82			
Cycles per Flt Hr (Airframe):	1.25			
Cycles per Fit Hr (Engine):	1.25			ļ
Acquisition Cost - Purchase				+
Purchase Price	\$ 5,000,000		<u> </u>	1
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -			
Total	\$ 5.000.000	Brokerage Fee:	\$ -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.27	Fuel Consumption (Gallon/Fit Hr)	950	
Maintenance Labor Rate (\$/MI-	\$ 65.00	Other	\$ 1.93	
		Hangar Cost (\$/Year):	\$ -	-
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5,942	
Salaries/Aircraft (\$/Year)			\$ -	1
Pilots/Flight Crew:	\$ 270,434	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 100,508	Landing/ATC Fees (\$/Flt Hr):	\$ 7	1
Other:	\$ -	Small Supplies/Catering (\$/Flt Hr):	\$ -	1
Benefits (% of Salaries)	25%	Other Fixed Cost (\$/Yr):	\$ -	1
Training Cost (\$/Year):	\$ 28.113	Insurance: Hull (% of Insured Value		,
Operations Overhead (%):	\$ 10	Insurance: Liability (\$/Year):	\$ 3.690	
Administrative Overhead (%):	\$ 10	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ -	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr):		Computer Maint Mgmt System (\$/Y		+

^{*} The data shown is based on user input

Maintenance Cost Da	ıta				Database Date:	Jan-00
					· · · · · · · · · · · · · · · · · · ·	
Labor MH/FH			Parts \$/FH			
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH	
Engine:	0.00		Engine:	\$ -		
Avionics:	0.00	A. J	Avionics:	\$ -		
Guaranteed Maintenance	Plans				T	
Engine:	Yes	Avionics:	No	APU:	No	
Inspections		Inspection Cost	Inspection Cycle	Frequency	T	
	Name:	Total (Current \$)		Hours	Cycles	Years
Recurring 1						
2]	j		
3				1		
1		1		1		

1	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
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One Time 1				en er for etterer skriversembleremensemblerem skriver		
2						1

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						1
7						
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9						
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11						. *
12						
13						
14						
15						
16						
17						1
18						
19						
20						

Life Limited Parts	Parts Cost	Prem Removals Frequer	ncy

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
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13						
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27		·				
28			· · · · · · · · · · · · · · · · · · ·			
29						
30						
30						

Engine Restoral/Heav	y Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						1
2						
3			T			
4.			T			
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Replacement 1						****
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10		<u> </u>	+			

Maintenance Cost Data

Database Date:

Jan-00

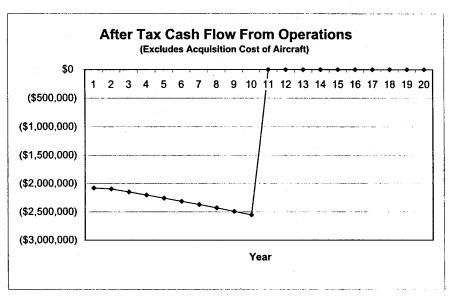
FINANCIAL ANALYSIS	(Page 1)		7-Jun-00																	
DOE AL N229DE																				
					G	overnment														
Make/Model:	Used				A	cquisition:	Pι	ırchase				499.82	Hou	ırs/Year						
Year	0	T	1	Γ-	2	3	Т	4		5		6		7		8	9			10
Revenue:		 	· <u>'</u> ·			· - · · · · · · · · · · · · · · · · · ·	-+													- !
Sales (Flt Hr)		\$	-	\$	- \$	· ·	\$	-	\$	-	\$		Š		\$				Š	
Sales (Month)		\$	-	\$. T	-	\$	-	\$		\$	-	\$		·	-	<u>\$</u>	
Aircraft Sale		\$	-	\$			\$	_			\$		\$	-	\$				<u>*</u> ·	
Total		\$	-	\$			\$		\$		Š	_	-		\$				<u>\$</u>	
Cost Without Tax Impac				_			1													
Acquisition Cost	\$ (5,000,000)			\$			\$		\$		\$_		\$		\$	- !		- [\$	
	\$ -	\$		\$			\$	-	\$		\$	-	\$		\$	- 9	3	-	\$	
Final Payment		\$	-	\$		<u>-</u>	\$		\$		\$	-	\$		\$	- 9	3	-	\$	
Total	\$ (5,000,000)	\$	-	\$	- \$		\$	-	\$	-	\$	-	\$	-	\$	- :	<u> </u>	-	<u>\$</u>	
Cost With Tax Impact:																				
Sales Tax		\$_		\$			\$	_	\$		\$	-	\$	-	\$	- !	3	-	\$	=
Use Tax (Lease Only)		\$	<u>-</u>	\$			\$	-	\$		\$		\$		\$	- :			\$	
Variable Cost					(1,233,702) \$				\$	(1,328,562)	\$	(1,361,777)	\$	(1,395,821)	\$	(1,430,716)	(1,466,4		\$ (1,	,503,1
Fixed Cost		\$	(514,084)	\$	(513,160)	(525,989) \$	(539,138)		(552,617)	\$	(566,432)	\$	(580,593)	\$	(595,108)	(609,9	86)	\$ ((625,2
Operations Overhead		\$	(173,116)	·				(183,530)		(188,118)		(192,821)		(197,641)	\$	(202,582)	(207,6	47)	\$ ((212,8
Admin Overhead (G&A)	\$	(173,116)			(179,053) \$	(183,530)		(188,118)	<u>\$</u> _	(192,821)	\$	(197,641)	\$	(202,582)	(207,6	47)	\$ ((212,8)
Depreciation		\$	-	\$			\$		\$		\$_		\$	-	\$	- 5	}	:	\$	
Interest		\$		\$. \$		\$		\$	-	\$	-	\$	- 9	3	-	\$	
Lease Payments		\$	-	\$			\$	-	\$		\$	-	\$		\$	- !		_]	\$	
Total		\$ (2,077,389)	\$	(2,096,234) \$	(2,148,640) \$	(2,202,356)	\$	(2,257,415)	\$	(2,313,850)	\$	(2,371,697)	\$	(2,430,989)	(2,491,7	64)	\$ (2,	,554,05
Tax Impact:		T					T							···	-					
Income Tax		\$	-	\$	- \$	-	\$	-	\$		\$	-	\$	_	\$	-			\$	
Capital Gains Tax		\$		\$			\$		\$						- <u>-</u>	-				
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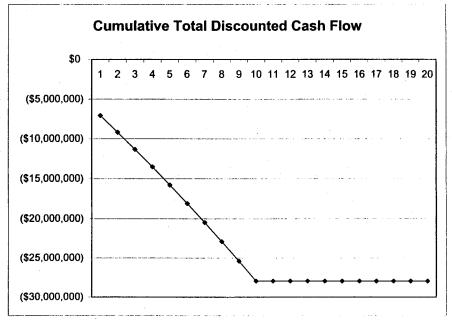
After Tax -														• •			T	
Total Cash Flow:	\$ (5,000,000)	\$ (2,077,389)	\$ (2,096,234)	\$	(2,148,640)	\$	(2,202,356)	\$	(2,257,415)	\$ (2,313,850)	\$	(2,371,697)	\$	(2,430,989)	\$	(2,491,764)	\$	(2,554,058)
Operating Cash Flow:		\$ (2,077,389)	\$ (2,096,234)	\$	(2,148,640)	\$	(2,202,356)	\$	(2,257,415)	\$ (2,313,850)	\$	(2,371,697)	\$	(2,430,989)	\$	(2,491,764)	\$	(2,554,058)
Present Value of Total	Cash Flow	\$ (2,077,389)	\$ (2,096,234)	\$	(2,148,640)	\$	(2,202,356)	\$	(2,257,415)	\$ (2,313,850)	\$	(2,371,697)	\$	(2,430,989)	\$	(2,491,764)	\$	(2,554,058)
Net Present Value:	\$ (5,000,000)	\$ (7,077,389)	\$ (9,173,623)	\$ (11,322,263)	\$ ((13,524,620)	\$ (15,782,035)	\$ (18,095,885)	\$ (20,467,582)	\$ ((22,898,571)	\$ (25,390,335)	\$ (27,944,393)

Used

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11		12	13	14	15	16	17	18	19	20			Year
								İ		l			Revenues
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\$			\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	Sales (Month)
\$	-	\$ - \$ -	\$ -	\$ - \$ -	\$	\$ - \$ -	\$	\$ -	\$ -	\$ -	\$	-	Aircraft Sale
\$	لت	\$ -	\$ -	- \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	_	Total
	7				-						T		Cost Without Tax Impact:
\$	- 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	(5,000,000)	Acquisition Cost
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$	-	Principal Repayment
\$	- 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u> </u>	\$		Final Payment
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	- 1	·	1 .1 .			I			I. T	<u> </u>	<u></u>	(0,000,000)	
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\$		\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ -	- 0		Charter Tax
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\$		\$ -	\$	\$ -	\$ -	\$ -	· c	\$ -	\$ -	\$ -	\$	(1,912,033) (1,912,033)	Operations Overhead
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ - \$ -	\$	(1,912,033)	Admin Overhead (G&A)
\$		<u>\$</u>	\$ -	\$ -	\$ -		\$ -	\$ -			<u> </u>		Depreciation
\$		\$ -		<u> </u>					\$ -	\$ -	3		Interest
		\$ -	\$ -	\$ -	 	\$ - \$ -	-	\$ -	\$ -	\$ -	\$		Lease Payments
3	ᆜ	<u> </u>		<u> </u>	a -	\$ -	-	\$ -	\$ -	\$ -	\$ (22,944,393)	Total
	\Box										Ι		Tax Impact:
\$ -		<u>\$</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- l	Income Tax
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<u> </u>	-+	<u> </u>			-			· *	+ 	- 	. ₩ . \	21,344,333)	Total Cash Flow.
\$	_	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	¢ /	22 044 3031	Operating Cash Flow:
-	-†-	-						- -	-			22,344,033)	operating Cash Flow.
\$	-	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	e .	ē /	22 044 2021	Present Value:
—		Ψ	<u> </u>	<u> </u>	Ψ <u>-</u>	<u> </u>	<u>-</u>	<u> </u>		4) e.	22,944,393)	rresent value:
\$ (27 944 303	31	\$ (27 944 303)	\$ (27 944 303)	\$ (27 944 303)	\$ (27 944 303)	\$ (27 944 303)	\$ /27 044 2021	\$ (27 044 303)	\$ (27 044 202)	\$ (27 044 202)	e //	27 044 2021	Net Present Value
Ψ (21,077,030	-/	ψ (ε.ε., σττ, υσο)	ψ(£1,344,333)	Ψ (Z1,344,383)	Ψ (21,344,333)	ψ (Z1,344,393)	Ψ (21,344,393)	Ψ (21,344,393)	<u> Φ (Ζ1,944,393)</u>	Φ (21,944,393)	1 9 (4	21,944,393)	Net rresent value

FINANCIAL ANA	INANCIAL ANALYSIS SUMMARY OE AL N229DE Type of Operati					Version 4.0 Software Copyright 2000					
DOE AL N229DE		Т	ype of Operation	: Governme	nt						
Make/Model:	Used		•	Acquisition:		Purch	ase				
Program Length:		10 Y	'ears	Date:		7-Jun-	00				
Financial Informat	ion:		Depreciation	:							
Capital Gains Tax		0 %		1							
Corp Tax Rate:		0 %		Straightline							
Desired ROI:		0 %	6 Term:	T	10						
Interest Rate:		0 %			95						
Inflation Rate:		2.5 %	6								
Ops Overhead:		10 %	6 +	\$	-	/Year					
Admin Overhead:		10 %		\$	-	/Year					
Revenue:	\$		FIt Hr. +	\$	-	/Mo					
Revenue Hours:	\$	- TH	lrs/Yr.	1		l					
Flight Hours:		9.82 H	lrs/Yr.	1							
Acquisition Cost:			Residual Value	s: \$	-						
	V	-	Expenses +	Tax Imp	act +	A	fter Tax				
Year	Revenue		Depreciation	Deprecia		1	sh Flow				
Acquisition Cost 0			\$ (5,000,000			\$	(5,000,000)				
1	\$		(2,077,389		-	\$	(2,077,389)				
	\$					\$	(2,096,234)				
						\$					
3	\$		(2,148,640				(2,148,640)				
4	\$		(2,202,356			\$	(2,202,356)				
5	\$		(2,257,415			\$	(2,257,415)				
6	\$		(2,313,850			\$	(2,313,850)				
7	\$		(2,371,697			\$	(2,371,697)				
8	\$	- 3	(2,430,989			\$	(2,430,989)				
9	\$		(2,491,764			\$	(2,491,764)				
10	\$		(2,554,058			\$	(2,554,058)				
11	\$	- 3	§	\$	-	\$	-				
12	\$	- 5	-	\$		\$	-				
13	\$		\$ -	\$	-	\$	-				
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15	\$	- (F -	\$	-	\$					
16	\$		\$	\$	-	\$	-				
17	\$		-	\$	-	\$	-				
18	\$		\$ -	\$	-	\$	-				
19	\$	- 3	\$ -	\$	-	\$	-				
20	\$		5 -	\$	-	\$	-				
Total:			(27,944,393	\$	-		27,944,393				
Investment:	\$ 5,000,	000									
Present Value:	\$ (22,944,			ent Value:		\$ (27.944.393				





ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N229DE

Government

Make/Model:

Used -

Acquisition: Purchase

499.82 Hours/Year

Aircraft Value: \$ -		Residual Value	e: \$ -																
Variable Cost Year	1	2	3	T	4	Ι	5		6		7	_	8		9		10		Total
Fuel	\$ 605,062	\$ 618,109	\$ 633,561	\$	649,400	\$	665,635	\$	682,276	\$	699,333	\$	716,817	\$	734,737	\$	753,105	\$	6,758,036
Fuel Additives	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Maint Labor	\$ 97,094	\$ 99,521	\$ 102,009	\$	104,560	\$	107,174	\$	109,853	\$	112,599	\$	115,414	\$	118,300	\$	121,257	\$	1,087,781
Parts	\$ 53,987	\$ 55,337	\$ 56,720	\$	58,138	\$	59,592	\$	61,081	\$	62,608	\$	64,174	\$	65,778	\$	67,422	\$	604,837
Inspections	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	
Engine Restoral	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$	-	S	-	\$	
Engine Guaranteed Mx Plan	\$ 394,908	\$ 404,780	\$ 414,900	\$	425,272	\$	435,904	\$	446,802	\$	457,972	\$	469,421	\$	481,157	\$	493,186	S	4,424,303
Avionics Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	S	
Component Overhaul (All)	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Life Limited Components (All)	\$ 160	\$ 164	\$ 168	\$	172	\$	177	\$	181	\$	186	\$	190	\$	195	\$	200	\$	1,793
Other Services				T												Ė			
Flight Hour Cost	\$ 965	\$ 989	\$ 1,013	\$	1,039	\$	1,065	\$	1,091	\$	1,119	\$	1,147	\$	1,175	\$	1,205	S	10,807
Fixed Cost	\$ -	\$ -	\$ -	\$		\$	•	\$	-	s	-	S	-	\$	-	\$	-	S	-
Landing/Parking Fees	\$ 4,968	\$ 3,704			3,892	\$	3,989	\$	4,089	\$	4,191	\$	4,296	\$	4,403	Š	4,513	S	41.840
Crew Expenses	\$ 59,930	\$ 51,098			53,685	\$	55,027	\$	56,403	\$	57,813	\$	59,258	\$	60,740	\$	62,258	Š	568,589
Small Supplies	\$ -	\$ -	\$ -	\$		\$		\$	-	\$	-	\$		\$	-	S	-	S	•
			1	Ť		ΙĖ		<u> </u>				_		Ť		Ť		<u> </u>	
Total Variable Cost	\$1,217,073	\$ 1,233,702	\$ 1,264,545	\$1	,296,158	\$	1,328,562	\$ 1	1,361,777	\$1,	395,821	\$	1,430,716	\$ 1	,466,484	\$1	,503,146	\$ 1	3,497,986
Fixed Cost Year	. 1	2	3	.T	4		5		6		7		8		9		10		Total
Salaries																			
Pilot/Flight Crew	\$ 270,434	\$ 277,195	\$ 284,125	\$	291,228	\$	298,509	\$	305,971	\$	313,621	\$	321,461	\$	329,498	\$	337,735	\$	3,029,775
Maintenance Technicians	\$ 100,508	\$ 103,021	\$ 105,596	\$	108,236	\$	110,942	\$	113,716	\$	116,558	\$	119,472	\$	122,459	\$	125,521	\$	1,126,029
Other	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-
Benefits	\$ 105,397	\$ 94,255	\$ 96,612	\$	99,027	\$	101,503	\$	104,040	\$	106,641	\$	109,307	\$	112,040	\$	114,841	\$	1,043,664
Hangar	\$ -	\$ -	\$ -	\$		\$	-	\$		\$	- 1	\$	-	\$	-	\$	-	\$	-
Insurance																			
Hull	\$ -	\$ -	\$ -	\$		\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-
Liability	\$ 3,690	\$ 3,782	\$ 3,877	\$	3,974	\$	4,073	\$	4,175	\$	4,279	\$	4,386	\$	4,496	\$	4,608	\$	41,340
Miscellaneous				T															
Training Pilot/Maint	\$ 28,113	\$ 28,816	\$ 29,536	\$	30,275	\$	31,031	\$	31,807	\$	32,602	\$	33,418	\$	34,253	\$	35,109	\$	314,961
Management Fee	\$ -	\$ -	\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	_
Brokerage Fee	S -	\$ -	S -	\$		\$	-	\$	-	\$	-	\$	-	S		\$	_	\$	-
New Int/Paint/Avionics	\$ -	\$ -	S -	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-
Modemization	s -	\$ -	\$ -	S	-	\$	-	\$	-	Š	-	\$	-	S	-	Š	_	\$	
Nav/Weather Services	\$ 5,942	\$ 6,091	\$ 6.243	S	6,399	\$	6,559	\$	6,723	\$		Š	7,063	\$	7,240	\$	7,421	\$	66,570
Comp Maint Service	\$ -	\$ -	\$ -			Š	-	S	-	Š		\$	- 1,000	S	- 1,2-10	Š		\$,
Refurbishing	\$ -	\$ -	\$ -	Š	-	Š	-	\$	-	Š		Š		\$	- · · · · · · · · · · · · · · · · · · ·	\$	-	\$	
Other	\$ -	\$ -	\$ -	S		Š	-	Š	-	S		\$	-	Š		S	<u>-</u>	S	
		*	1.7	Ť		┯		Ť		 - -		Ť		*		<u> </u>		_ - -	
Total Fixed Cost	\$ 514,084	\$ 513,160	\$ 525,989	\$	539,138	\$	552,617	\$	566,432	\$	580,593	\$	595,108	\$	609,986	\$	625,235	\$	5,622,341
Finance/Lease Cost	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-1	\$	- 1	\$	-	\$		\$	
Aircraft Cash Payment/Resale	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$		Š	-	\$	-	\$	-	\$	
Final Payment/Loan Payoff	\$ -	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Operations Overhead	\$ 173,116	\$ 174,686	\$ 179,053	\$	183,530	\$	188,118	\$	192,821		197,641	\$	202,582	\$	207,647		212,838	<u> </u>	1,912,033
Administrative Overhead (G&A)	\$ 173,116				183,530	\$	188,118		192,821			\$	202,582	\$	207,647		212,838		1,912,033
Total Annual Cost	\$2 077 389	\$ 2,096,234	\$2,148,640	\$2	.202.356	\$2	2.257.415	\$2	.313.850	\$2.	371.697	\$ 2	430 989	\$2	491.764	\$2	554 058	\$ 2	2 044 303

Cost Of Ownership Analysis

For:

DOE AL N229DE

7-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

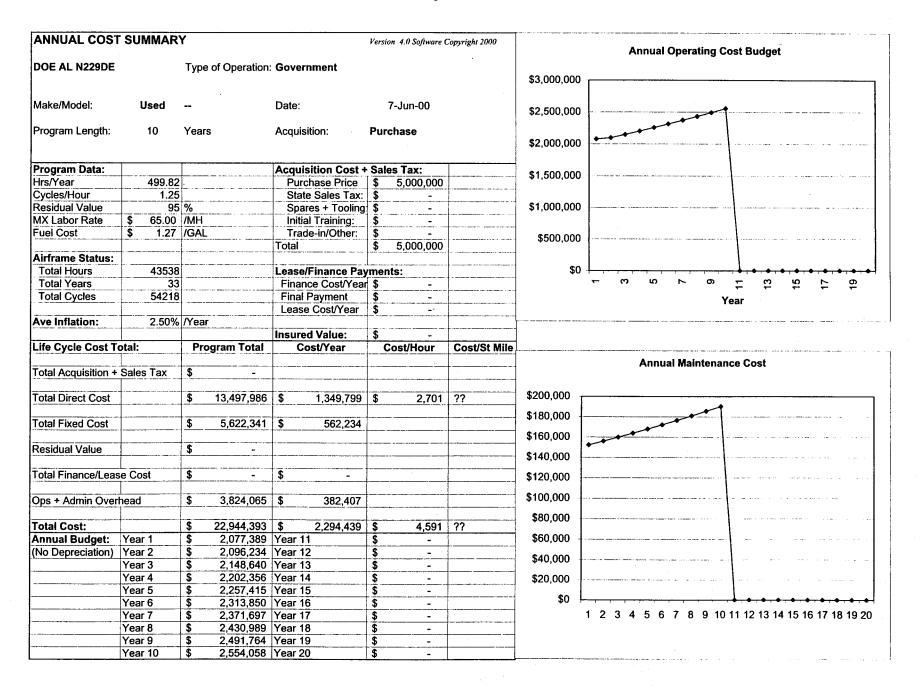
Base of operation:

--

Notes:

DC-9 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%



	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
10						
11						
			ļ			
12						
13						
14			ļ			
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18						•
19				L	İ	
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21						
22						
23						
23 24						
25						
26						l
27			 			†
28			 		 	
20				 		
29 30				 		
30			1		L	<u> </u>

ngine Restoral/Heav	y Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Maintenance Cost Data

Database Date:

Jan-00

•			
	×		
		•	
•			
·			•

Customer:	DOE AL N229DE	Type of Operation:	Government	
customer.	DOE AL NZZBDE	Type of Operation.	Government	
Date of Analysis:	7-Jun-00			
Date Of Allarysis.	7-3411-00	Type of Analysis:	Total Cost	
Aircraft:	-	Type of Analysis.	rotar oddt	
Antian.		Acquisition Method:	Purchase	
Aircraft Status:	Used	Acquisition metrou.	1 dionase	
Total Time	43538	Depreciation Method:	Straightline	
Total Years	33	If Straightline;		
Total Cycles	54218	Term (Years)	10	
Total Oyeles	0.2.0	Residual Value (%)	95%	-
Base of Operation:	_		33.17	
Program Length (Years):	10			
Total Hours (Hrs/Yr):	499.82			
Cycles per Fit Hr (Airframe):	1.25			
Cycles per Fit Hr (Engine):	1.25			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,000,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -			
Total	\$ 5,000,000	Brokerage Fee:	\$ -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.27	Fuel Consumption (Gallon/Flt Hr)	950	
Maintenance Labor Rate (\$/Ml	\$ 65.00	Other	\$ 1.93	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5,942	
Salaries/Aircraft (\$/Year)			\$ -	
Pilots/Flight Crew:	\$ 270,434	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 100,508	Landing/ATC Fees (\$/Fit Hr):	\$ 7	
Other:	\$	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	25%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,113	Insurance: Hull (% of Insured Value		
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):		Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 656,049	Refurbishing Cost (\$/Year):	-	
Administrative Overhead \$/Yr)	\$ 181,489	Computer Maint Mgmt System (\$/Y	\$ -	L

^{*} The data shown is based on user input

Maintenance Cost Data

. ...

Database Date:

lan-M

Labor MH/FH			Parts \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$. •	/FH
Engine:	0.00		Engine:	\$ -	
_Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost Total (Current \$)	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7						
8						
9	•					
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5			<u> </u>			
6						
7			1			
8						
9						
10	***************************************					
11						
12						
13						
14					·	
15						
16						
17						·
18						
19						
20						

Life Limited Parts	Parts Cost Prem Removals Frequency	ı
<u> </u>		

FINANCIAL ANALYSIS (Page 1)

7-Jun-00

DOE AL N229DE

						G	vernment														
Make/Model:	Used					Ac	quisition:	Pu	rchase				499.82	Ho	ours/Year						
Year	0		1	Ι	2	Τ	3		4	Τ.	5	_	6		7	T	8	_	9		10
Revenue:				1		1		 		†		1		t-	·	\vdash		+		ſ	
Sales (Flt Hr)		\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$		\$		Š	
Sales (Month)		\$	-	\$		\$	-	\$	-	\$	-	\$		\$		\$	-	Š		\$	
Aircraft Sale		\$	-	\$	-	\$		\$	-	\$	-	\$		\$		\$		\$		\$	
Total		\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Cost Without Tax Impa	ct:	T		Γ						Π		Г				1					
Acquisition Cost	\$ (5,000,000) \$	-	\$	-	\$	-	\$	-	\$		\$	-	\$		\$		\$		\$	
Principal Repayment	\$	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	
Final Payment		\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	Š	-	\$		Š	
Total	\$ (5,000,000) \$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	Š		Š	-	Š	
Cost With Tax Impact: Sales Tax Use Tax (Lease Only) Variable Cost Fixed Cost Operations Overhead		\$ \$ \$ \$	(1,217,073) (514,084) (656,049)	\$	(1,233,702) (513,160)	\$	(1,264,545) (525,989) (689,261)	\$	(1,296,158) (539,138) (706,493)	\$	(1,328,562) (552,617) (724,155)	\$		\$	(1,395,821) (580,593) (760,816)	\$	(1,430,716) (595,108) (779,836)	\$	(1,466,484) (609,986) (799,332)	\$	(1,503,1 (625,2 (819,3
Admin Overhead (G&A	4)	\$	(181,489)				(190,677)		(195,444)		(200,330)		(205,338)		(210,472)		(215,733)		(221,127)		
Depreciation	ľ	\$	(.0.,.00)	\$		\$	(100,011)	\$	(100,444)	\$	(200,000)	\$	(200,000)	\$	(210,412)	\$	(215,733)	ě	(221,127)		(226,6
Interest		\$	-	\$		\$		\$		\$		\$		\$	<u>.</u>	\$	<u>_</u>	Đ.		<u> </u>	
Lease Payments		\$		\$		\$		S	·	\$		\$		e e		0		\$		Š	
Total			(2,568,695)				(2 670 472)		(2 737 234)		(2.805.664)		(2,875,806)	· ·	(2,947,701)	e e	(3.021.304)		/3 006 030		2 174 2
						L.X.	.,,=,=,=,		<u> </u>		12,000,000,7		(2,0,0,000)		(2,041,101)	. •	(0,021,004)	<u>Ψ</u>	(0,000,020)	<u> </u>	3,114,3
Tax Impact:				-		-		ļ.,.				L						_			
Income Tax		\$	-	\$		\$	<u> </u>	\$		\$		\$		\$	-	\$	-	\$	_	\$	-
Capital Gains Tax	· · · · · · · · · · · · · · · · · · ·	\$		\$		\$		\$	-	\$		\$	-	\$	-	\$		\$		\$	-
Total		\$	- 1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
A				_				,										_			
After Tax -	f /F 000 000		(0 F00 005)	-	(0.005.005)	-	(0.070.455)	-	(0.707.05	-						ļ	· · · · · · · · · · · · · · · · · · ·	ļ			
Total Cash Flow:	\$ (5,000,000) \$	(2,568,695)	\$	(2,605,338)	\$	(2,670,472)	\$	(2,737,234)	\$	(2,805,664)	\$	(2,875,806)	\$	(2,947,701)	\$	(3,021,394)	\$	(3,096,929)	\$ (3,174,3
Operating Cash Flow:		\$	(2,568,695)	\$	(2,605,338)	\$	(2,670,472)	\$	(2,737,234)	\$	(2,805,664)	\$	(2,875,806)	\$	(2,947,701)	\$	(3,021,394)	\$	(3,096,929)	\$ (3,174,3
Present Value of Total	Cash Flow	\$	(2,568,695)	\$	(2,605,338)	\$	(2,670,472)	\$	(2,737,234)	\$	(2,805,664)	\$	(2,875,806)	\$	(2,947,701)	\$	(3,021,394)	\$	(3,096,929)	\$ (3,174.3
		1				1		1											*		

\$ (5,000,000) \$ (7,568,695) \$ (10,174,034) \$ (12,844,506) \$ (15,581,739) \$ (18,387,404) \$ (21,263,210) \$ (24,210,911) \$ (27,232,305) \$ (30,329,233) \$ (33,503,585)

Used --

11	_	12	13	14	15	16	17	18	19	20	Total	Year
												Revenues
\$	-1	\$ -	\$ -	- \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Flt Hr)
\$	-	\$ -	\$ -	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	Sales (Month)
\$		\$ -	\$ -	· \$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -		\$ -	Aircraft Sale
\$	-	\$ -	\$ -	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
	-		1						1	T	т	Ta
\$	-	\$ -	<u> </u>	- \$ -	-		<u> </u>		.		45 000 000	Cost Without Tax Impact:
\$	-	3 -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	Acquisition Cost
\$		\$ -		- \$	\$ - \$ -	\$ -	\$ -	<u>\$</u>	\$ -	\$ -	\$ -	Principal Repayment
\$		\$ -	\$ - \$ -	· \$ · \$ -	 2	\$ -	+- 	\$ - \$ -	\$ -	\$ - \$ -	-	Final Payment
•	-	-	-	- 3 -	<u> </u>	-	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	Total
									1			Cost With Tax Impact:
\$	-	\$ -	\$ -	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$	-	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Charter Tax
\$	-	\$ -	\$ -	- \$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ (13,497,986)	
\$		\$ -	\$ -	· Š -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,622,341)	
\$		\$ -	š -	· Š -	\$ -	\$ -	\$ -	\$ -	\$ -	š -	\$ (7,349,967)	
\$	-	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	† <u>*</u>	\$ (2,033,291)	
\$		\$ -	\$ -	. Š -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,000,201)	Depreciation (Saza)
		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	Š	Interest
_		\$ -	\$ -	\$ -	T-Z	\$ -	\$ -	\$ -	\$ -	\$ -	¥	Lease Payments
\$		<u>\$</u> -	\$ -	\$ -	\$ -		\$ -		\$ -	†- -	\$ (28,503,585)	Total
		<u> </u>	ΙΨ -	Ψ	ΙΨ		<u> </u>	<u> </u>	· ·		<u> </u>	Total
											1	Tax Impact:
\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Income Tax
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	Capital Gains Tax
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
 									,	,	,	
	-					-						After Tax -
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (33,503,585)	Total Cash Flow:
•				ļ <u></u>	ļ <u>.</u>							
\$	-+	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (28,503,585)	Operating Cash Flow:
\$.	_	<u> </u>	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	¢ (20 E02 E0E)	December Value
<u> </u>	+	Ψ <u>-</u>	<u> </u>	-	-		<u> </u>	-	Ψ -	Ψ	\$ (28,503,585)	rresent value:
\$ (33,503,58	5)	\$ (33,503,585)	\$ (33,503,585	\$ (33.503.585)	\$ (33 503 585)	\$ (33 503 585)	\$ (33 503 585)	\$ (33 503 585)	\$ (33 503 585)	\$ (33 503 595)	¢ (33 503 505)	Net Present Value
+ 100,000,000	J/1	* (00,000,000)	# (00,000,000) + (00,000,000)	/ 4 (00,000,000)	\$ (30,000,000)	\$ (00,000,000)	w (33,303,303)	<u> </u>	_ φ (33,303,365)	1 4 (33,303,383)	INEL Fresent Value

ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N229DE

Government

Make/Model:

Used

Acquisition: Purchase

499.82 Hours/Year

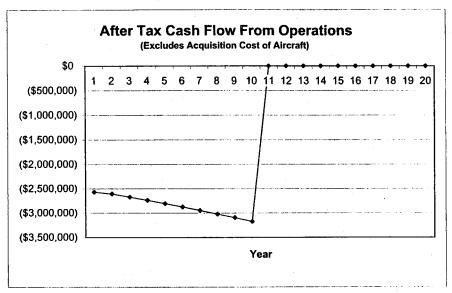
Aircraft Value:

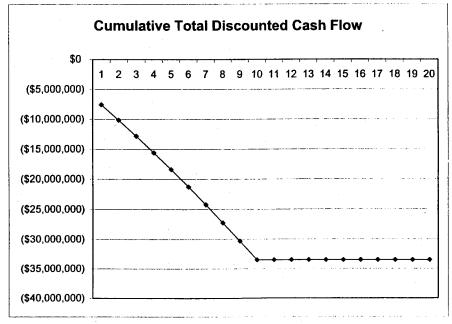
•

Residual Value: \$

Aircraft Value: \$ -			Re	sidual Value	: \$	-																
Variable Cost Yea	1	1	Г	2	l	3	П	4	T	5	Ι-	6	Γ	7		8	Г	9		10	·	Total
Fuel	\$	605,062	\$	618,109	\$	633,561	\$	649,400	\$	665,635	\$	682,276	\$		\$	716.817	\$		\$	753,105	s	6.758.036
Fuel Additives	\$	-	\$	-	\$	-	\$	-	S		\$	-	\$		\$	7 70,5 17	\$	104,737	\$	755,105	S	0,730,030
Maint Labor	\$	97,094	\$	99,521	\$	102.009	S	104,560	Š	107,174	Š	109,853	\$		\$	115,414	\$	118,300	S	121,257		1,087,781
Parts	\$	53,987	\$	55,337	\$	56,720	Š	58,138	S		Š	61,081	S		\$	64,174	Š	65.778	\$	67.422	\$	604,837
Inspections	\$		S	-	\$	-	Š		S		Š		Š		<u>\$</u>	04,174	\$	-	\$	07,422	\$	
Engine Restoral	\$	-	\$	-	Š	-	Š		Š		Š		\$		<u>\$</u>		\$		\$		\$	•
Engine Guaranteed Mx Plan	\$	394,908	\$	404,780	S	414,900	s	425,272	S		\$	446,802	\$		\$	469,421	\$	481,157	\$	493,186	-	4 404 200
Avionics Guaranteed Mx Plan	\$	-	\$	-	S	-	Š	-	Š		s	-	\$		\$	-	\$	401,137	\$	493,100	_	4,424,303
Component Overhaul (All)	\$	-	\$	-	\$	-	\$	-	S		Š		\$	-	\$		\$		\$		\$	
Life Limited Components (All)	\$	160	S	164	\$	168	\$	172	S		Š	181	S		\$	190	\$	195	\$	200	\$	
Other Services			\vdash		Ť		Ţ.		1		Ť		٣	100	Ψ	190	1	193	9	200	3	1,793
Flight Hour Cost	S	965	\$	989	\$	1.013	S	1,039	S	1.065	S	1.091	\$	1,119	\$	1,147	\$	1,175	\$	4.005	_	40.007
Fixed Cost	\$	-	\$		\$		\$.,,,,,,	\$		S		\$		\$	1,147	\$	1,173		1,205	\$	10,807
Landing/Parking Fees	\$	4.968	s	3,704	\$	3,797	\$	3,892	\$		S	4,089	\$		\$	4,296		4.402	\$	4.540	\$	44.040
Crew Expenses	S	59,930	S	51,098	\$	52.376	Š	53,685	\$		S	56,403	\$		\$	4,296 59,258	\$	4,403	\$	4,513	\$	41,840
Small Supplies	S	-	s		S	32,370	\$	33,063	S		\$	30,403	S		\$	59,258	\$	60,740	\$	62,258	\$	568,589
	Ť		-		-		-		7		-		-3		3		3		\$		\$	
Total Variable Cost	S 1	217 073	s	1,233,702	<u> </u>	1 264 545		1 206 159	•	1 220 562	-	1 261 777	-	1 205 004	•	420.740		1 100 101		· · ·		
101111111111111111111111111111111111111	1 4	217,070	Ψ.	1,233,102	Ψ	1,204,040	Ψ	1,230,136	1	1,320,302	•	1,301,777	4	1,395,821	\$,430,716	\$	1,466,484	\$1	,503,146	\$1	3,497,986
Fixed Cost Year		1	_	2		3		4	_	5		6		7		•			_			
Salaries	 		-		-				\vdash	<u> </u>		0				8		9		10		Total
Pilot/Flight Crew	s	270,434	\$	277,195	\$	284.125	S	291.228	s	298.509		305,971		242.004	_	001.101	_					
Maintenance Technicians		100,508	\$	103,021	S	105,596	\$	108,236	\$		\$		\$		\$	321,461	\$	329,498		337,735		3,029,775
Other	\$	100,000	\$	103,021	S	103,330	\$	100,230	\$	110,942	\$	113,716	\$			119,472		122,459	\$	125,521		1,126,029
Benefits	<u> </u>	105,397	\$	94,255	\$	96,612	\$	99,027	\$	104 500	_	404.040	\$		\$		\$	-	\$		\$	
Hangar	\$	103,331	\$	54,200	\$	50,012	\$	99,027	\$	101,503	\$	104,040			\$	109,307	\$	112,040		114,841		1,043,664
Insurance	-		-\$-		<u>.</u>		4		3		Þ		\$		\$		\$		\$_		\$	
Hull	S		\$		\$				<u> </u>		_		_		_							
Liability	\$	3,690	\$	3,782	\$	3.877	\$	3.974	\$	4.073	\$		\$		\$		\$	•	\$		\$	-
Miscellaneous	Ψ	3,030	Ð	3,702	₽.	3,011	Þ	3,974	3	4,073	\$	4,175	\$	4,279	\$	4,386	\$	4,496	\$	4,608	\$_	41,340
Training Pilot/Maint	S	28.113	S	28.816	s	29,536	_	00.075	_				_									
Management Fee	\$	20,113	<u>\$</u>	26,616			\$	30,275	\$	31,031	\$	31,807	\$		\$	33,418	\$	34,253	\$	35,109	\$	314,961
Brokerage Fee	S				\$		\$		\$	-	\$		\$		\$		\$		\$	-	\$	
New Int/Paint/Avionics	S		\$		\$		\$	<u> </u>	\$		\$		\$		\$		\$	-	\$	-	\$	
Modernization			\$	-	\$		\$	-	\$		\$		\$		\$		\$	-	\$	-	\$	
	\$		\$		\$		\$	-	\$		\$		\$		\$		\$	-	\$	-	\$	-
Nav/Weather Services Comp Maint Service	\$	5,942	\$	6,091	\$	6,243	\$	6,399	\$	6,559	\$	6,723	\$		\$	7,063	\$	7,240	\$	7,421	\$	66,570
	\$	<u> </u>	\$		\$		\$	-	\$		\$		\$		\$_		\$		\$		\$	
Refurbishing	\$		\$	-	\$		\$		\$		\$		\$		\$		\$	-	\$		\$	-
Other	\$		\$		\$		\$		\$		\$	-	\$	-	\$		\$	-	\$	-	\$	-
	_														Ī							
Total Fixed Cost	5 :	514,084	\$	513,160	\$	525,989	\$	539,138	\$	552,617	\$	566,432	\$	580,593	\$	595,108	\$	609,986	\$	625,235	\$	5,622,341
Finance/Lease Cost	Š	-1	\$	<u>-</u> 1	s	<u>-</u> T	\$		•		•		_		_	т						
Aircraft Cash Payment/Resale	\$		\$		\$		\$		\$		\$		\$		\$		\$	-	\$		\$	
Final Payment/Loan Payoff	S		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Operations Overhead		656,049			 -		_	700 400	\$		\$		\$		\$		\$		\$		\$	-
Administrative Overhead (G&A)		181.489			\$	689,261 190,677														819,315		
Million Bure Overhead (Gazy)	Φ.	101,469	D	100,026	Þ	190,077	\$	195,444	\$	200,330	\$	205,338	\$	210,472	\$	215,733	\$	221,127	\$	226,655	\$:	2,033,291
Total Annual Cost	\$2.5	568,695	\$	2,605,338	\$2	.670.472	\$2	.737.234	\$2	2.805.664	\$2	875 806	\$ 2	947 701	\$ 7	021 304	¢ 2	006 020	¢2	174 252	6.0	E02 E02
			<u> </u>					1. 3. 12.04	**	.,00,004	* ^	,0,000	Ψ 4	.,5-47,701	φ <u>υ</u>	UZ 1,354	<u> </u>	,U30,329	3 3,	114,352	\$ 20	,503,585

FINANCIAL ANA	LYSIS SUMMA	Version 4.0 Software Copyright 2000										
DOE AL N229DE		Type	of Operation:	Government								
Make/Model:	Used	-		Acqu	isition:	Purc	hase					
Program Length:	10	Years		Date:		7-Ju	n-00					
Financial Informat	ion:	D	epreciation:									
Capital Gains Tax	0	%										
Corp Tax Rate:		%	Method:	Straig	ghtline							
Desired ROI:	0	%	Term:		10							
Interest Rate:		%	Residual:		95							
Inflation Rate:	2.5	%										
Ops Overhead:		%	+	\$	656,049.00	/Yea	r					
Admin Overhead:	(%	+	\$	181,489.00	/Yea	r					
Revenue:	\$ -	/Flt Hr	· +	\$	-	/Mo						
Revenue Hours:	\$ -	Hrs/Y	г.									
Flight Hours:		Hrs/Y		<u> </u>	PALAL LED 180 180 180 180 180 180 180 180 180 180							
Acquisition Cost:			idual Value:	\$	-							
	¥		penses +		x Impact +		After Tax					
Year	Revenue		preciation		preciation		Cash Flow					
Acquisition Cost 0		\$	(5,000,000)	1	-	\$	(5,000,000)					
1	\$ -	\$	(2,568,695)			\$	(2,568,695)					
2	\$ -	\$	(2,605,338)			\$	(2,605,338)					
3		\$	(2,670,472)			\$	(2,670,472)					
4	- ¥	\$	(2,737,234)	Φ.		\$	(2,737,234)					
		\$			<u>-</u>	\$	(2,805,664)					
5	\$ -		(2,805,664)			\$	(2,875,806)					
6	\$ -	\$	(2,875,806)			<u>\$</u>						
7	\$ -	\$	(2,947,701)			\$	(2,947,701)					
8	\$ -	\$	(3,021,394)			\$	(3,021,394)					
9		\$	(3,096,929)			\$	(3,096,929)					
10		\$	(3,174,352)			\$	(3,174,352)					
11		\$	-	\$		\$	-					
12		\$	-	\$		\$						
13		\$	-	\$	-	\$						
14		\$	-	\$		\$						
15	\$ -	\$	<u> </u>	\$	-	\$						
16	\$ -	\$		\$		\$						
17	\$ -	\$	-	\$	-	\$						
18	\$ -	\$	-	\$	-	\$						
19	\$ -	\$	-	\$	-	\$	-					
20		\$	-	\$	-	\$	_					
Total:	\$ -	\$	(33,503,585)	\$	-	\$	(33,503,585)					
Investment:	\$ 5,000,000	-				-						
Present Value:	\$ (28,503,585			nt Va		S	(33,503,585)					





Cost Of Ownership Analysis

For:

DOE AL N229DE

7-Jun-00

Aircraft:

--

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

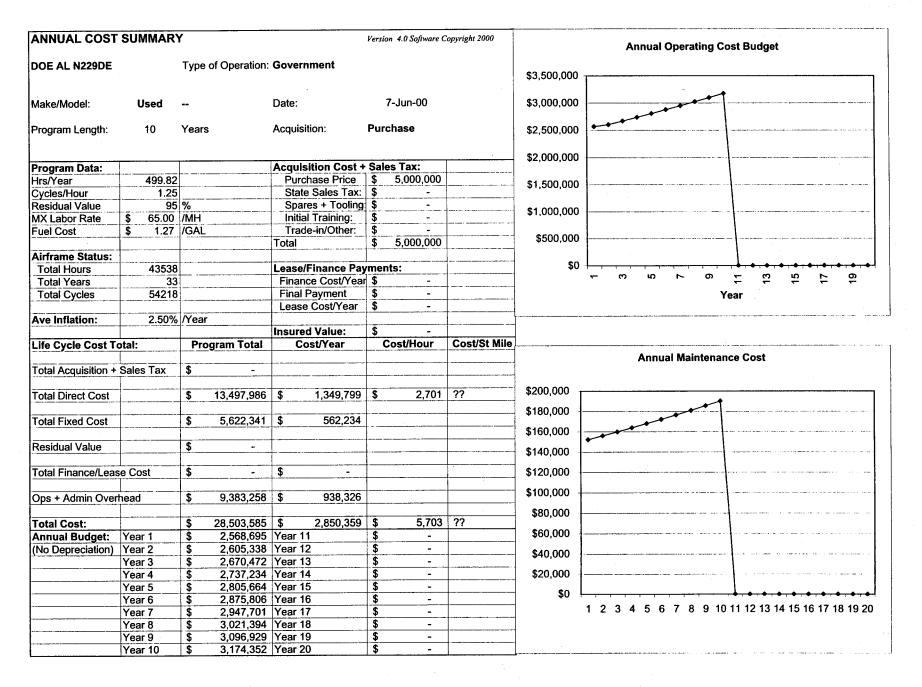
Government

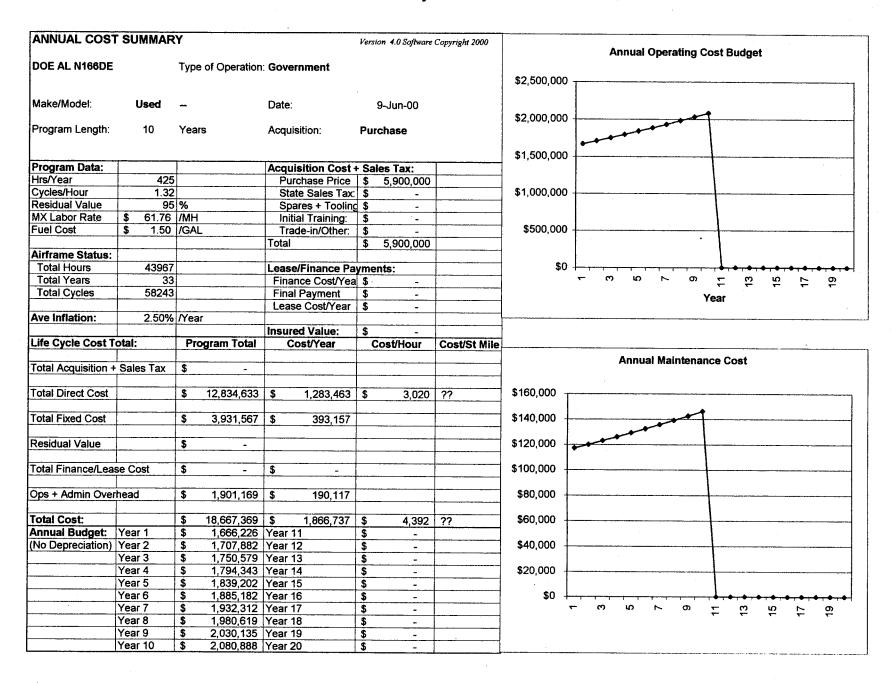
Base of operation:

--

Notes:

DC-9 Present Fleet - Costs Normalized





ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE AL N166DE

Government

Make/Model:

Used -

Acquisition: Purchase

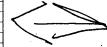
425 Hours/Year

Aircraft Value:

\$

Residual Value \$

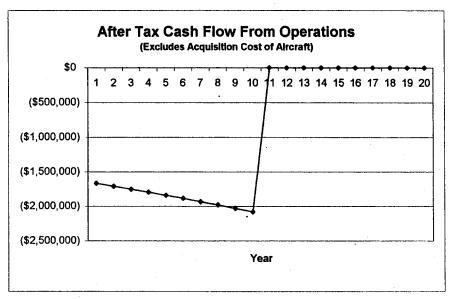
Variable Cost Yea		1	-	2		3	Г	4		5	Т	. 6		7		8		9		10		Total
Fuel		605.625	\$	620,766	\$	636,285	\$	652,192	\$	668,497	5	685,209	\$	702.339	\$		\$	737,895	\$	756,343	\$ (6,785,048
Fuel Additives	\$	-	\$	-	\$	-	\$	-	\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-
Maint Labor	\$	78,743	\$	80,712	\$	82,729	\$	84,798	\$	86,918	\$	89,090	\$	91,318	\$	93,601	\$	95,941	\$	98,339	\$	882,188
Parts	\$	37,315	\$	38,248	\$	39,204	\$	40,184	\$	41,189	\$	42,218	\$	43,274	\$	44,356	\$	45,465	\$	46,601	\$	418,054
Inspections	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Engine Restoral	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Engine Guaranteed Mx Plan	\$	377,396	\$	386,831	\$	396,501	\$	406,414	\$	416,574	\$	426,989	\$	437,663	\$	448,605	\$	459,820	\$	471,316	\$ 4	4,228,109
Avionics Guaranteed Mx Plan	\$	-	\$	-	\$		\$		\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	
Component Overhaul (All)	\$	-	\$	-	\$	-	\$		\$		\$	-	\$	-	\$		\$	-	\$	-	\$	-
Life Limited Components (Ail)	\$	•	\$	•	\$	•	\$	-	\$	-	\$	•	\$	•	\$	•	\$	-	\$	-	\$	-
Other Services	<u> </u>								_						_							
Flight Hour Cost	\$	1,063	\$	1,089	\$	1,116	\$	1,144	\$	1,173	\$	1,202	\$	1,232	\$	1,263	\$	1,295	\$	1,327	\$	11,904
Fixed Cost	\$	-	\$	•	\$	•	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	•	\$	-
Landing/Parking Fees	\$	3,073	\$	3,150	\$	3,228	\$	3,309	\$	3,392	\$	3,477	\$	3,563	\$	3,653	\$	3,744	\$	3,837	\$	34,425
Crew Expenses	\$	42,390	\$	43,449	\$	44,535	\$	45,649	\$	46,790	\$	47,960	\$	49,159	\$	50,388	\$	51,647	\$	52,939	\$	474,906
Small Supplies	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		\$		\$	-
															L							
Total Variable Cos	#	*****	\$	1,174,244	#	########	#	*****	#	*****	#	*******	#	########	#	*****	#	*****	#	*****	##	*******

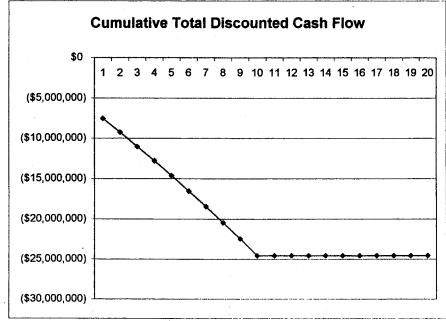


Fixed Cost Year	1		2		3		4	5	 6	7	8	9	10		Total
Salaries					-						 	 			
Pilot/Flight Crew	\$ 163,	288	\$ 167,370	\$ 17	71,554	\$	175,843	\$ 180,239	\$ 184,745	\$ 189,364	\$ 194,098	\$ 198,951	\$ 203,924	\$	1,829,378
Maintenance Technicians	\$ 53,	912	\$ 55,260	\$ 5	56,641	\$	58,057	\$ 59,509	\$ 60,996	\$ 62,521	\$ 64,084	\$ 65,687	\$ 67,329	\$	603,997
Other	\$ 23,	706	\$ 24,299	\$ 2	24,906	\$	25,529	\$ 26,167	\$ 26,821	\$ 27,492	\$ 28,179	\$ 28,883	\$ 29,606	\$	265,587
Benefits	\$ 72,	272	\$ 74,079	\$ 7	75,931	\$	77,829	\$ 79,775	\$ 81,769	\$ 83,813	\$ 85,908	\$ 88,056	\$ 90,258	\$	809,689
Hangar	\$	-	\$ -	\$	-	\$	-	\$ •	\$	\$ 	\$ -	\$ -	\$ -	\$	-
Insurance															
Hull	\$	-	\$ -	\$	-	\$		\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$	-
Liability	\$ 3,	690	\$ 3,782	\$	3,877	\$	3,974	\$ 4,073	\$ 4,175	\$ 4,279	\$ 4,386	\$ 4,496	\$ 4,608	\$	41,340
Miscellaneous															
Training Pilot/Maint	\$ 28,	117	\$ 28,820	\$ 2	29,540	\$	30,279	\$ 31,036	\$ 31,812	\$ 32,607	\$ 33,422	\$ 34,258	\$ 35,114	\$	315,005
Management Fee	\$	-	\$ -	\$	-	4		\$	\$	\$	\$ -	\$ -	\$ -	\$	-
Brokerage Fee	\$	- 1	\$ -	\$	-	\$	•	\$ •	\$	\$ -	\$ -	\$ -	\$ -	\$	-
New Int/Paint/Avionics	\$	-	\$ -	\$	-	\$		\$ -	\$	\$ -	\$ 	\$ -	\$ •	\$	-
Modernization	\$	-	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 	\$	-
Nav/Weather Services	\$ 5,	942	\$ 6,091	\$	6,243	\$	6,399	\$ 6,559	\$ 6,723	\$ 6,891	\$ 7,063	\$ 7,240	\$ 7,421	\$	66,570
Comp Maint Service	\$	-1	\$ -	\$	-	\$	•	\$ •	\$ -	\$ •	\$ -	\$ -	\$ -	\$	-
Refurbishing	\$	-	\$ -	\$	-	\$	-	\$ -	\$ •	\$ -	\$ -	\$ -	\$ -	\$	-
Other	\$		\$ -	\$		\$		\$ 	\$ 	\$ -	\$ -	\$ -	\$ 	\$	
Total Fixed Cost	\$ 350,	927	\$ 359,700	\$ 36	58,692	\$	377,910	\$ 387,358	\$ 397,041	\$ 406,968	\$ 417,142	\$ 427,570	\$ 438,259	\$:	3,931,567

Finance/Lease Cost	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	_
Aircraft Cash Payment/Resale	\$		\$	-	\$	-	4	-	85	•	\$		69		\$	-	\$		\$	-	\$	-
Final Payment/Loan Payoff	\$		\$	-	\$	•	\$	-	\$	-	\$	-	8	-	\$	-	\$	-	\$	-	\$	-
Operations Overhead	\$	109,523	\$	112,261	4	115,068	\$	117,944	\$	120,893	\$	123,915	69	127,013	\$	130,188	\$	133,443	\$	136,779	\$	1,227,028
Administrative Overhead (G&A)	\$	60,173	*	61,677	\$	63,219	\$	64,800	\$	66,420	\$	68,080	\$	69,782	\$	71,527	\$	73,315	\$	75,148	\$	674,141
Total Annual Cost	##	*****	\$	1,707,882	#	*#######	. 1	********		******	#	#######	1	******	4	*****	1	*****	4	*****	#	*****

FINANCIAL ANA	ALYSIS SUMMA	RY		Version	4.0 Software Co	pyright	2000
DOE AL N166DE		Type of C	peration:	Gove	rnment		
Make/Model:	Used	_		Acqui	sition:	Purc	hase
Program Length:	10	Years		Date:		9-Jur	1-00
Financial Informat	tion:	Depr	eciation:				
Capital Gains Tax	0	%					
Corp Tax Rate:	0	% Me	ethod:	Straig	htline		
Desired ROI:	0	%	Term:		10		
Interest Rate:	0	% Re	esidual:		95		
Inflation Rate:	2.5	%					
Ops Overhead:		%	+	\$	109,523.00	/Year	•
Admin Overhead:	0	%	+	\$	60,173.00		
Revenue:	\$ -	/Flt Hr.	+	\$	-	/Mo	
Revenue Hours:	\$ -	Hrs/Yr.					
Flight Hours:		Hrs/Yr.					
Acquisition Cost:			al Value:	\$	-	· · ·	
rioquionion ocon	5,555,555	Exper			k Impact +		After Tax
Year	Revenue	Depre			preciation		ash Flow
Acquisition Cost 0	\$ -		900,000)		-	\$	(5,900,000)
			666,226)			\$	(1,666,226)
1	\$ -				-		
2	\$ -		707,882)		<u>-</u>	\$	(1,707,882)
3	\$ -	\$ (1,	750,579)	\$		\$	(1,750,579)
4	\$ -		794,343)		-	\$	(1,794,343)
5	\$		839,202)		<u>-</u>	\$	(1,839,202)
6	\$ -		885,182)			\$	(1,885,182)
7	\$ -		932,312)			\$	(1,932,312)
	\$ -	\$ (1,	980,619)	\$	-	\$	(1,980,619)
9	\$ -		030,135)		_	\$	(2,030,135)
10	\$ -		080,888)	\$	<u> </u>	\$	(2,080,888)
11	\$ -	\$	-	\$	_	\$	<u></u> ,
12	\$ -	\$	-	\$	-	\$	-
13	\$ -	\$	-	\$	<u> </u>	\$	-
14	\$ -	\$		\$	-	\$	-
15	\$ -	\$	-	\$	_	\$	-
16	\$ -	\$	-	\$	_	\$	
17	\$ -	\$	-	\$	-	\$	-
18	\$ -	\$	-	\$	-	\$	-
19	\$ -	\$	-	\$	-	\$	-
20	\$ -	\$	-	\$	-	\$	-
Total:		 -	567,369)	\$		\$	(24,567,369)
·							
Investment:	\$ 5,900,000	-		-			
Present Value:	\$ (18,667,369)	-	Vet Prese	ent Va	lue:	\$	(24,567,369)





	•										
FINANCIAL ANALYSIS	(Page 1)	9-Jun-00									
DOE AL N166DE											
				Government							
Make/Model:	Used	- '		Acquisition:	Purchase		425	Hours/Year			
Year	0	1 1	2	3	4	5			T	т	T
Revenue:	0	<u> </u>		3	4	3	6	7	8	9	10
Sales (Flt Hr)		\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$ -	s -	S -
Sales (Month)		\$ -	\$ -	\$ -		\$ -	-	+ <u></u> -	+ 	\$ -	+
Aircraft Sale		\$ -	\$ -	\$ -		\$ -	\$ -	<u> </u>	T-1	\$ -	
Total		\$ -	\$ -	<u> </u>		·	+		\$ -	\$ -	
			·	1_¥			. I. Y	-L-X	<u> </u>		<u> </u>
Cost Without Tax Impa	et:	<u> </u>			T			}		Γ	T
Acquisition Cost	\$ (5,900,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	\$ -
Principal Repayment	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Payment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	 	\$ -	\$ -	+ -
Total	\$ (5,900,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cost With Tax Impact: Sales Tax		\$ -	\$ -	 \$ -	\$ -	\$ -	\$ -	S -			
Use Tax (Lease Only)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -
Variable Cost								\$ (1 328 540)		\$ /1 305 807)	\$ (1,430,702)
Fixed Cost		\$ (350,927)	\$ (359,700)	\$ (368,692) \$ (377,910)	\$ (387,358)	\$ (397,041)	\$ (406,968)			
Operations Overhead		\$ (109,523)						\$ (127,013)			\$ (436,239)
Admin Overhead (G&A	A)	\$ (60,173)									
Depreciation		\$ -	\$ -	\$ -	·	+	\$ -	\$ -	T	\$ -	\$ -
Interest		\$ -	\$	\$ -	\$ -	\$ -	\$ -	 	 	\$ -	\$ -
Lease Payments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ -	\$ -
Total		\$ (1,666,226)	\$ (1,707,882)	\$ (1,750,579) \$ (1,794,343)	\$ (1,839,202)	\$ (1,885,182)	\$ (1,932,312)	\$ (1.980.619)	\$ (2.030,135)	\$ (2,080,888)
				<u> </u>	······································		1		<u> </u>		1.5. (0)000/000/
Tax Impact:				<u> </u>		T	r		I		T .
Income Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Gains Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -

After Tax -				<u> </u>	T	1			T		T
Total Cash Flow:	\$ (5,900,000)	\$ (1,666,226)	\$ (1,707,882)	\$ (1,750,579)	\$ (1,794,343)	\$ (1,839,202)	\$ (1,885,182)	\$ (1,932,312)	\$ (1.980,619)	\$ (2,030,135)	\$ (2.080.888)
						1			1	7-7-1-1-00/	1-1-1-1-1-1-1-1

Operating Cash Flow:

Net Present Value:

Present Value of Total Cash Flow

\$ (1,666,226) \$ (1,707,882) \$ (1,750,579) \$ (1,794,343) \$ (1,839,202) \$ (1,885,182) \$ (1,932,312) \$ (1,980,619) \$ (2,030,135) \$ (2,080,888)

\$ (1,666,226) \$ (1,707,882) \$ (1,750,579) \$ (1,794,343) \$ (1,839,202) \$ (1,885,182) \$ (1,932,312) \$ (1,980,619) \$ (2,030,135) \$ (2,080,888)

\$ (5,900,000) \$ (7,566,226) \$ (9,274,108) \$ (11,024,687) \$ (12,819,031) \$ (14,658,233) \$ (16,543,415) \$ (18,475,727) \$ (20,456,346) \$ (22,486,481) \$ (24,567,369)

Used

11	12	13	14	15	16	17	18	19	20		Year
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,											Revenues
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Flt Hr)
\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$ -	\$ -	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	Aircraft Sale
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
<u> </u>	<u> </u>	Ψ -	<u>Ψ</u> !	<u> </u>	-X						
		<u> </u>									Cost Without Tax Impact
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,900,000)	
\$ -			\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Principal Repayment
\$ -	\$ -	Ψ			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Final Payment
\$ -	\$ -	\$ -	\$ - \$ -		\$ -		\$ -		\$ -	\$ (5,900,000)	
\$ -	\$ -	\$ -	<u> </u>	a -1	Φ -	<u> </u>		<u> </u>	<u> </u>	<u> </u>	
											Cost With Tax Impact:
						•	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	Charter Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	_	\$ -	\$ (12,834,633)	Variable Cost
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		•		\$ (3,931,567)	Fixed Cost
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ (3,931,367)	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (674,141)	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Y	\$ -	\$ -	\$ -	\$ -	Depreciation
\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	Interest
\$ -	\$ -	\$ -	\$ -	\$	\$ <u>-</u>	\$ -	\$ -	\$ -	\$ -	\$ -	Lease Payments
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (18,667,369)	Total
<u> </u>											
											Tax Impact:
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Income Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Capital Gains Tax
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
<u> </u>	<u> </u>	1 4		I_ Z	<u></u>		4	 			
		T	Τ				T				After Tax -
		\$ -	\$ -	\$ -	\$ -	S -	\$ -	\$ -	\$ -	\$ (24,567,369)	Total Cash Flow:
\$ -	\$ -	ΙΨ	· • -	<u> </u>		-	-	7	<u> </u>	<u> </u>	
	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (18.667.369)	Operating Cash Flow:
\$	\$ -	\$ -	\$ -	3 -	<u>•</u>			- 	· ·	1.0,000	9
	ļ	-	-			\$ -	\$ -	\$ -	\$ -	\$ (18 667 360	Present Value:
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u> </u>	<u> </u>	<u> </u>	<u> </u>	\$ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
					0/04 507 500	6(04 E67 360)	C/24 EE7 250)	\$/24 567 260V	\$/24 ES7 250\	\$ (24 567 360	Not Present Value
\$(24,567,369)	\$(24,567,369)	\$(24,567,369)	\$(24,567,369)	\$(24,567,369)	\$(24,567,369)	J \$(24,507,309)	Φ(24,301,309)	ψ(24,501,309)	#(24,501,309)	ψ (24,507,309	Net Present Value

Labor MH/FH			Parts \$/FH			
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH	
Engine:	0.00		Engine:	\$ -		
Avionics:	0.00		Avionics:	\$ -		

Guaranteed Maintena	nce Plans		· · · · · · · · · · · · · · · · · · ·		· · · · · ·
Engine:	Yes	Avionics:	No	APU:	No

nspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1		Ī.	, ,		-	
2						
3						
4						-
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency	····	
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17					·	
18						
19						
20						

- W - A				
Life Limited Parts	Parts Cost	Prem Removals	Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2 3						
3						
4						
5						
5 6 7						
8						
8 9						
10						
11						
12						
13						
14						
15						
16						
17				<u> </u>		
18						
19						
20						
21						
22						
23						
22 23 24						
25						
25 26 27						
27						
28						
28 29 30						
30				1		

Engine Restoral/Heavy	/ Maintenance	Total Cost	Prem Removals	Frequency	•	
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6			1			
7			T			
8						
9				•		
. 10						

Maintenance Cost Data

Database Date:

Jan-00

Cost Of Ownership Analysis

For:

DOE AL N166DE

9-Jun-00

Aircraft:

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Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

DC-9 Future Fleet GOGO

Customer:	DOE AL N166DE	Type of Operation:	Government	
Date of Analysis:	9-Jun-00			
24.0		Type of Analysis:	Total Cost	
Aircraft:		7,700,70,00,00		
		Acquisition Method:	Purchase	
Aircraft Status:	Used			
Total Time	43967	Depreciation Method:	Straightline	<u> </u>
Total Years	33	If Straightline,		
Total Cycles	58243	Term (Years)	10	
		Residual Value (%)	95%	
Base of Operation:				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	425			
Cycles per Fit Hr (Airframe):	1.32			
Cycles per Flt Hr (Engine):	1.32			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,900,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -			
Total	\$ 5,900,000	Brokerage Fee:	s -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Fit Hr)	950	
Maintenance Labor Rate (\$/MH		Other	\$ 2.50	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5.942	
Salaries/Aircraft (\$/Year)		(4/11)	\$ -	<u> </u>
Pilots/Flight Crew:	\$ 163,288	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 53,912	Landing/ATC Fees (\$/Flt Hr):	\$ 7	
Other:	\$ 23,706	Small Supplies/Catering (\$/Fit Hr):	\$ -	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value	0.00%	
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr):	\$ 60,173	Computer Maint Mgmt System (\$/Y	\$ -	

^{*} The data shown is based on user input

Notes: DC-9 Future Fleet GOCO

Customer:	DOE AL N166DE	Type of Operation:	Government	
Data of Application	20 1.4 00			
Date of Analysis:	20-Jul-00		-	
A:		Type of Analysis:	Total Cost	
Aircraft:			-	
		Acquisition Method:	Purchase	
Aircraft Status:	Used			
Total Time	43967	Depreciation Method:	Straightline	
Total Years	33	If Straightline;		
Total Cycles	58243	Term (Years)	10	
		Residual Value (%)	95%	
Base of Operation:				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	425			
Cycles per Flt Hr (Airframe):	1.32			
Cycles per Flt Hr (Engine):	1.32			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,900,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -		55.570	
Total	\$ 5,900,000	Brokerage Fee:	\$ -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Flt Hr)	950	
Maintenance Labor Rate (\$/Ml-	\$ 61.76	Other	\$ 2.50	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5.942	
Salaries/Aircraft (\$/Year)		(4) 11.j	\$ -	
Pilots/Flight Crew:	\$ 163,288	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 53.912	Landing/ATC Fees (\$/Fit Hr):	\$ 7	
Other:	\$ 23,706	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value	0.00%	
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 109,523	Refurbishing Cost (\$/Year):	\$ -	
Uperations Uvernear (%/Yrv)				

^{*} The data shown is based on user input

Maintenance Cost Data

Database Date:

Jan-00

Labor MH/FH			Parts \$/FH	 	
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenar	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

nspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Inspection Cycle Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4			i			
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2		1				

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		l
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						1
17						
18						
19						1
20						

Life Limited Parts	•	Parts Cost	Prem Removals	Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3		<u> </u>				
4						<u> </u>
5						
6 7						
8 9						
9						
10						
11						
12						
13						
14						
15						
16			,,			
17						
18						
19						
20						
20 21						
22						
23						
24				1.		
25						
26			<u> </u>			
27						
28				<u> </u>		
29 30						1
30						

Engine Restoral/Heavy	Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Maintenance Cost Data - Database Date: Jan-00

FINANCIAL ANALYSIS (Page 1)

20-Jul-00

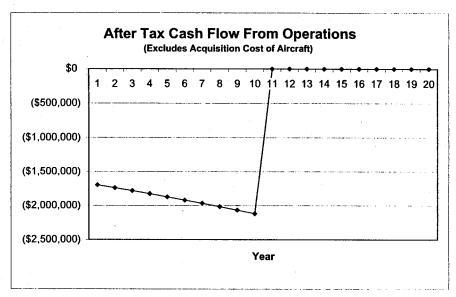
DOE AL N166DE

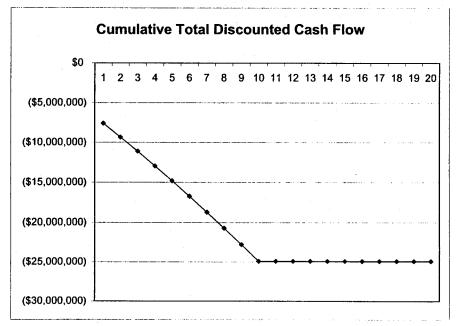
						Go	overnment														
Make/Model:	Used	-				Ac	quisition:	Pu	rchase				425	Ho	urs/Year						
Year	0		1 1		2	1	3		4		5		6		7		8		9		10
Revenue:						† -									<u>-</u>						
Sales (Flt Hr)		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Sales (Month)		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Aircraft Sale		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Total		\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-
Cond Military Tour France and											· . I						··· ·· · · · · · · · · · · · · · · · ·				
Cost Without Tax Impact:		•		<u> </u>				\$		\$		•		•				•			
Acquisition Cost \$	(5,900,000)	\$		\$		\$ \$		\$		\$. <u>\$</u> .		<u>\$</u> \$	·	<u>\$</u>		\$. 	-
Principal Repayment \$ Final Payment		\$	- -	\$		\$		\$		\$		\$	-	- \$ -		\$	<u>-</u> _	<u>.</u>		\$	
	(5,900,000)		-	\$		\$		\$		\$		\$		\$		\$		<u>\$</u> .		\$	- · · · · · · · · · · · · · · · · · · ·
Total \$	(5,900,000)	.		4	-	1 3	- _	Þ	<u> </u>	4	- 1	Φ		<u> </u>	-	Þ	- !	4	+	<u>ə</u>	
Cost With Tax Impact:						Т		Γ		-		_									
Sales Tax		\$		Š		\$	-	\$		\$		\$		\$		Š		Š		Š	
Use Tax (Lease Only)		<u> </u>		Š		\$		\$		Š		\$		Š		Š		š		Š	<u>-</u>
Variable Cost			1,145,604)	Š	(1,174,244)	\$	(1.203.600)	\$	(1 233 690)	\$	(1 264 532)	\$	(1,296,145)	\$	(1,328,549)	Š	(1,361,763)	\$	(1,395,807)	\$	(1,430,702)
Fixed Cost		\$	(350,927)		(359,700)				(377,910)		(387,358)		(397,041)	Š	(406,968)			Š	(427,570)	Š	(438,259)
Operations Overhead		\$	(109,523)	<u>-</u>	(112,261)				(117,944)		(120,893)		(123,915)		(127,013)			\$		\$	(136,779)
Admin Overhead (G&A)		\$	(90,260)		(92,517)		(94,829)		(97,200)		(99,630)		(102,121)	Š	(104,674)			Š	(109,973)	Š	(112,722)
Depreciation		\$	-	\$		\$		S		Ŝ		\$	-	\$		\$		\$		\$	
Interest		\$	-	Š	_	\$		\$		\$	-	\$		\$	-	\$		Š		\$	
Lease Payments		\$		\$		\$		S	-	S	-	\$		\$	-	\$		\$		Š	
Total			1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)		(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463)
Tax Impact:			7	_		Ļ		_				_				_		_		_	
Income Tax		\$		\$	-	\$		\$	<u> </u>	\$		\$		\$. \$	<u>-</u>	\$.		\$	· · · · · · · · · · · · · · · · · · ·
Capital Gains Tax		\$	-	\$		\$		\$		\$		\$	-	\$		<u>\$</u>		\$		\$	· · · - · · · · · · · · · · · · · ·
Total		\$	-	\$.	\$	-	\$	-	\$	-	\$	-	\$	<u> </u>	\$	-	\$	-1	\$	<u>-</u>
After Tax -				_		T	 	Г			·										
Total Cash Flow: \$	(5,900,000)	\$ (1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463)
Operating Cash Flow:		\$ (1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	\$	(2,066,793)	\$	(2,118,463)
Present Value of Total C	ash Flow	\$ (1,696,313)	\$	(1,738,721)	\$	(1,782,189)	\$	(1,826,744)	\$	(1,872,412)	\$	(1,919,223)	\$	(1,967,203)	\$	(2,016,383)	<u>\$</u>	(2,066,793)	\$	(2,118,463)
Net Present Value: \$	(5.900.000)	\$ (7.596.313)	\$	(9.335.034)	\$	(11.117.224)	\$1	12.943.967)	\$	(14.816.380)	\$	(16.735.603)	\$ 4	(18 702 806)	\$	(20,719,190)	ŝ	22 785 983)	\$ 1	24 904 445)
	,-,,			_	1-10001004)	. •	· · · · · · · · · · · · · · · · · · ·		,-,-,-,,		, , , , , , , , , , , , , , , , , , , ,		1	<u></u>	, ,	<u> </u>	111 .01.00				_ ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Used

									 	,		
11		12	13	14	15	16	17	18	19	20	Total	Year
				l								Revenues
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Fit Hr)
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$	-	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ -	\$ -	Aircraft Sale
\$	- 1	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
					1			· · · · · · · · · · · · · · · · · · ·				Cost Without Tax Impact:
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,900,000)	
\$		\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	Principal Repayment
\$		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	Final Payment
\$		\$ -	\$ -	\$ - \$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ (5,900,000)	
Ψ		<u>Ψ</u>		1.4	<u> </u>			*	•		ψ (0,000,000)	·
	1										i	Cost With Tax Impact:
\$	_	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Š -	Charter Tax
S		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (12,834,633)	
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,931,567)	the state of the s
S		Š -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,227,028)	Operations Overhead
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,011,217)	
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Depreciation
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u> </u>	Interest
φ			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Lease Payments
\$		\$ - \$ -	\$ -	 		\$ -	\$ -			\$ -	\$ (19,004,445)	
Þ		-	<u>.</u>	-	<u> </u>	-	<u> </u>	<u>Ψ</u> -	<u> </u>	-	Φ (19,004,443)	Total
				ł	1						I	Tax Impact:
\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	ē	Income Tax
			\$ -	\$ -	ф <u>-</u>	\$ -	\$ -	\$ -	\$ -	\$ -	¥	Capital Gains Tax
\$		\$ - \$ -	\$ -	\$ -	\$ -		\$ -	\$ - \$ -	\$ -	\$ -	\$ -	Total
\$	-	\$ -	3 -	19 -		\$ -	<u> - </u>	a -	a -	<u> </u>	<u> </u>	lotai
				T	<u> </u>	 				Γ	I	After Tax -
		<u> </u>	•	\$ -	·	•	•	\$ -	\$ -	-	£ (24.004.445)	
\$		<u> </u>	\$ -	D -	\$ -	\$ -	\$ -	a -	<u> </u>	\$	a (24,904,445)	Total Cash Flow:
		^		6	ļ. <u>.</u>		<u> </u>	\$ -	<u> </u>	·	6 (40 004 445)	G
\$	-	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -	ъ -	\$ -	\$	a (19,004,445)	Operating Cash Flow:
			<u></u>	·	•	<u> </u>	<u> </u>	s -	\$ -		£ (10,004,445)	B
\$	· -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u>\$</u> -	. \$ -	\$	\$ (19,004,445)	Present Value:
0.01.55	445	0.04.004.445	£ (04.004.445)	£ (04 004 445)	£ (04 004 (45)	6 (04 004 445)	£ (04 004 445)	£ (04.004.445)	\$ (04 004 445)	£ (04 004 445)	£ (04.004.445)	la a Barra de la composición della composición d
\$ (24,904	,445)	\$ (24,904,445)	\$ (24,904,445)	a (24,904,445)	_ ֆ (24,904,445)	a (24,904,445)	a (24,904,445)	Ф (24,904,445)	a (24,904,445)	a (24,904,445)	a (24,904,445)	Net Present Value

FINANCIAL AN	ALY	SIS SUMMA	R۱		Version	4.0 Software Cop	yright	2000
DOE AL N166DE			Ту	pe of Operation:	Gove	rnment		
Make/Model:		Used			Acqui	sition:	Pur	chase
Program Length:		10	Υe	ears	Date:		20-	Jul-00
Financial Informat	tion:			Depreciation:				i
Capital Gains Tax		0	%					
Corp Tax Rate:		0	%	Method:	Straig	htline		
Desired ROI:			%			10		
Interest Rate:		0	%	Residual:		95		
Inflation Rate:		2.5	%					
Ops Overhead:		0	%	+	\$	109,523.00		
Admin Overhead:		0	%	+	\$	90,260.00	/Ye	ar
Revenue:	\$	-		lt Hr. +	\$	-	/Mo	
Revenue Hours:	\$	-		s/Yr.				
Flight Hours:		425		s/Yr.				
Acquisition Cost:	\$	5,900,000		Residual Value:		-		
				Expenses +	Ta	x Impact +		After Tax
Year		Revenue		Depreciation	De	preciation		Cash Flow
Acquisition Cost 0	\$	-	\$	(5,900,000)	\$	-	\$	(5,900,000)
1	\$	-	\$	(1,696,313)	\$	-	\$	(1,696,313)
2	\$	-	\$	(1,738,721)		-	\$	(1,738,721)
3	\$	-	\$	(1,782,189)	\$	-	\$	(1,782,189)
4	\$	-	\$	(1,826,744)	\$	-	\$	(1,826,744)
5	\$	-	\$	(1,872,412)	\$	-	\$	(1,872,412)
6	\$	-	\$	(1,919,223)	\$	-	\$	(1,919,223)
7	\$	-	\$	(1,967,203)	\$	-	\$	(1,967,203)
	\$	-	\$	(2,016,383)	\$	-	\$	(2,016,383)
9	\$	-	\$	(2,066,793)	\$	-	\$	(2,066,793)
10		_	\$	(2,118,463)	\$	-	\$	(2,118,463)
11	\$	_	\$	-	\$	_	\$	-
12	\$	-	\$		\$	-	\$	-
13	\$	-	\$	-	\$	-	\$	-
14		-	\$		\$	-	\$	-
15	\$	-	\$	•	\$	-	\$	-
16	\$	+	\$	-	\$	_	\$. •
17	\$	-	\$	-	\$	-	\$	-
18	\$	-	\$	-	\$	-	\$	-
19	\$	-	\$	•	\$	-	\$	+
20		-	\$	-	\$	-	\$	
Total:		-	\$	(24,904,445)	\$	-	\$	(24,904,445)
Investment:	\$	5,900,000	_					
Present Value:	\$	(19,004,445)		Net Prese	nt Val		\$	(24,904,445)
i restrit value.	Ψ	(18,004,443)		HELFIESE	iit val	ue.	Ψ	(24,304,443)





ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL N166DE

Government

Make/Model:

Used

Acquisition: Purchase

425 Hours/Year

•																					
Aircraft Value: \$ -		Re	esidual Value	: \$	-																
Variable Cost Year	1	Т-	2	Τ	3	T	4	Т	5	T	6	Г	7		8	T-	9	-	10	-	Total
Fuel	\$ 605,625	5 \$	620,766	\$	636,285	\$	652,192	\$		\$	685,209	\$	702.339	\$	719,898	s		s	756.343	s	6,785,048
Fuel Additives	s -	\$		Š		\$		s		S	- 000,200	\$	702,000	Š	, 10,000	Š	101,035	Š	750,040	\$	0,100,040
Maint Labor	\$ 78,743		80.712	<u> </u>	82,729	\$	84,798	1 \$		S	89.090	\$	91,318	\$	93,601	S	95,941	\$	98,339	\$	882,186
Parts	\$ 37,315		38,248	+-	39,204	\$	40.184	S		\$	42,218		43,274	\$	44,356	\$	45,465				
Inspections	\$ -	\$	30,240	\$		\$	40,104	S		\$	42,210	\$	43,274	\$	44,336	÷		\$	46,601	\$	418,054
Engine Restoral	\$ -	\$		\$		\$		S		\$		\$		\$		\$		\$		\$	
Engine Guaranteed Mx Plan	\$ 377,396		386,831	\$	396.501	\$	406,414	\$		\$		\$	437,663	\$	448,605	-	459.820	\$	474.040	\$	4 000 400
Avionics Guaranteed Mx Plan	\$ 377,390	\$	300,031	\$	_ 380,301	\$	400,414	\$		\$		\$		_	· · · · · · · · · · · · · · · · · · ·	\$		\$	471,316		4,228,109
Component Overhaul (All)	\$ -	\$		\$	<u> </u>	\$	<u>-</u>	\$		S	-	\$	-	\$		\$		\$		\$	
Life Limited Components (All)	\$ -	\$		S	-	S	-	\$		-				\$		\$		\$		\$	· · ·
	3 -	13	-	13		3	-	13		\$	-	\$	-	\$		\$		\$	-	\$	-
Other Services		+-		+		├ -		1		Ļ		Ļ				_				<u> </u>	
Flight Hour Cost	\$ 1,063		1,089	\$	1,116	\$	1,144			\$	1,202	\$	1,232	\$	1,263	\$	1,295	\$	1,327	\$	11,904
Fixed Cost	\$ -	\$		\$		\$		\$		\$		\$		\$		\$		\$	-	\$	
Landing/Parking Fees	\$ 3,073		3,150	\$	3,228	\$	3,309	\$		\$	3,477	\$	3,563	\$	3,653	\$	3,744	\$	3,837	\$	34,425
Crew Expenses	\$ 42,390		43,449		44,535	\$	45,649	\$		\$	47,960	\$	49,159	\$	50,388	\$	51,647	\$	52,939	\$	474,906
Small Supplies	\$ -	\$	-	\$	-	\$	· · · ·	\$	-	\$		\$	-	\$	-	\$		\$		\$	-
Total Variable Cost	\$1,145,604	\$	1,174,244	\$	1,203,600	\$1	1,233,690	\$	1,264,532	\$	1,296,145	\$	1,328,549	\$	1,361,763	\$	1,395,807	\$	1,430,702	\$ 1	12,834,633
Fixed Cost Year	1	1	2	Г	3	1	4	_	5	1	6	-	7		8		9		10		Total
Salaries	· · · · · ·	+-		╁╌		-		\vdash		╁╌		-	<u>'</u>	_	- 0	-	<u> </u>		IU	-	Total
Pilot/Flight Crew	\$ 163,288	S	167,370	s	171.554	\$	175,843	s	180,239	\$	184,745	\$	189.364	S	404.000	-	400.054	_	200.004	-	4 000 070
Maintenance Technicians	\$ 53,912		55,260	<u> </u>	56.641	S	58,057	S		\$	60,996	\$	62,521	\$	194,098	+	198,951	\$	203,924		1,829,378
Other	\$ 23,706	<u> </u>	24,299		24,906	5	25,529	\$	26,167	\$	26,821	\$		<u> </u>	64,084	\$	65,687	\$	67,329	\$	603,997
Benefits	\$ 72,272		74,079		75,931	\$	77,829	<u> </u>	79,775	\$	81,769	\$		\$	28,179	\$	28,883	\$	29,606	\$	265,587
Hangar	\$ 12,212	\$		+ -	75,931	\$	- 11,029	\$		\$	61,709	\$		\$	85,908	\$	88,056	\$	90,258	\$	809,689
Insurance	<u> </u>	1.0		4	<u>-</u>	3		3		1		3		\$		\$		\$	- -	\$	
Hull	\$ -	<u>s</u>		\$		s		\$:_	S		_		_		Ļ				_	
	T			<u> </u>					4.070			\$		\$		\$		\$		\$	-
Liability	\$ 3,690	\$	3,782	\$	3,877	\$	3,974	\$	4,073	\$	4,175	\$	4,279	\$	4,386	\$	4,496	\$	4,608	\$	41,340
Miscellaneous		+-		Ļ		_		Ļ		_						L					
Training Pilot/Maint	\$ 28,117		28,820	\$	29,540	\$	30,279	\$	31,036	\$	31,812	\$		\$	33,422	\$	34,258	\$	35,114	\$	315,005
Management Fee	\$ -			\$		\$		\$	-	\$		\$		\$		\$	-	\$	-	\$	-
Brokerage Fee	\$ -	<u> </u>	-	\$	-	\$		\$	<u> </u>	\$	-	\$	-		-	\$	-	\$	-	\$	-
New Int/Paint/Avionics	\$ -	\$	<u> </u>	\$	-	\$		\$	-	\$		\$		\$		\$	-	\$		\$	-
Modernization	\$ -	Ψ.	<u>-</u>	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	-
Nav/Weather Services	\$ 5,942	\$	6,091	\$	6,243	\$	6,399	\$	6,559	\$	6,723	\$	6,891	\$	7,063	\$	7,240	\$	7,421	\$	66,570
Comp Maint Service	\$ -	\$		\$	_	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	
Refurbishing	\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Other	\$ -	\$		\$	-	\$	-	\$		\$	-	\$		\$	_	\$	-	\$	-	\$	
Total Fixed Cost	\$ 350,927	\$	359,700	\$	368,692	\$	377,910	\$	387,358	\$	397,041	\$	406,968	S	417,142	\$	427.570	s	438,259	S	3.931.567
		1								_							.2.,0.0		.50,205		2,301,001
Finance/Lease Cost	\$ -		-	\$		\$		\$		\$		\$		\$	· · · · ·			\$	-	\$	
Aircraft Cash Payment/Resale	\$ -		-	\$	-	\$	-	\$	-	\$		\$		\$	-	\$		\$	-	\$	-
Final Payment/Loan Payoff	\$ -	15	-	\$		\$		\$		\$	-	\$		\$		\$	-	\$	-	\$	-
Operations Overhead	\$ 109,523		112,261	\$	115,068	\$	117,944	\$		\$	123,915	\$		\$	130,188	\$	133,443	\$	136,779	\$	1,227,028
Administrative Overhead (G&A)	\$ 90,260	\$	92,517	\$	94,829	\$	97,200	\$	99,630	\$	102,121	\$	104,674	\$	107,291	\$	109,973	\$	112,722	\$_	1,011,217
Total Annual Cost	\$1,696,313	\$	1,738,721	\$1	1,782,189	\$ 1	.826,744	\$	1,872,412	\$ 1	1,919,223	\$ 1	,967,203	\$2	.016.383	\$ 2	.066.793	\$2	.118.463	\$ 1	9.004.445
				_						_		_									,

Cost Of Ownership Analysis

For:

DOE AL N166DE

20-Jul-00

Aircraft:

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Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

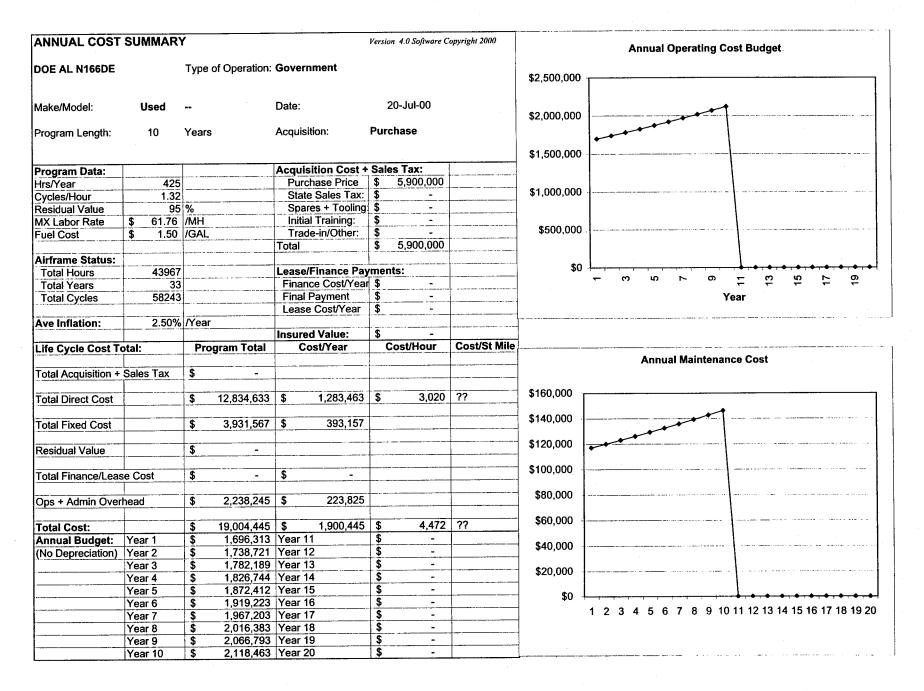
Government

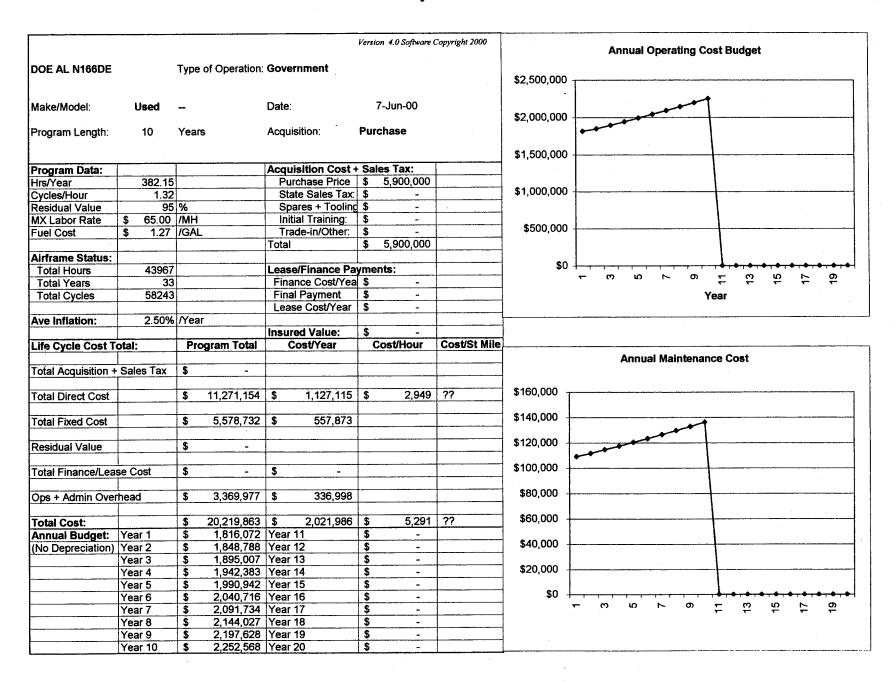
Base of operation:

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Notes:

DC-9 Future Fleet GOCO





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ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N166DE

Government

Make/Model:

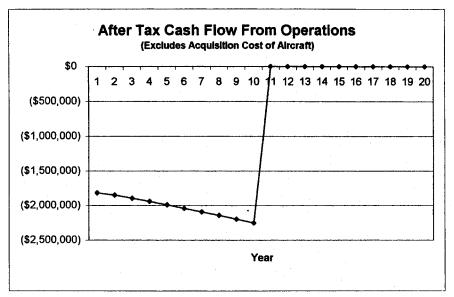
Used -

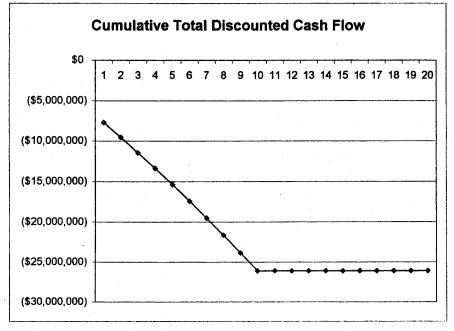
Acquisition: Purchase

382.15 Hours/Year

p.,	,							· · · · · · · · · · · · · · · · · · ·			
Variable Cost Year	11	2	3	4	5	6	7	8	9	10	Total
Fuel	\$ 462,615	\$ 472,591	\$ 484,405	\$ 496,515	\$ 508,928	\$ 521,652	\$ 534,693		\$ 561,762	\$ 575,806	\$ 5,167,027
Fuel Additives	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$	\$ -	\$ -
Maint Labor	\$ 85,944	\$ 88,093	\$ 90,295	\$ 92,552	\$ 94,866	\$ 97,238	\$ 99,669		\$ 104,714	\$ 107,332	\$ 962,863
Parts	\$ 21,831	\$ 22,377	\$ 22,936	\$ 23,510	\$ 24,097	\$ 24,700	\$ 25,317		\$ 26,599	\$ 27,264	\$ 244,581
Inspections	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Engine Restoral	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Engine Guaranteed Mx Plan	\$ 394,906	\$ 404,779	\$ 414,898	\$ 425,271	\$ 435,903	\$ 446,800	\$ 457,970		\$ 481,155	\$ 493,184	\$ 4,424,285
Avionics Guaranteed Mx Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Component Overhaul (All)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Life Limited Components (All)	\$ 293	\$ 300	\$ 308	\$ 316	\$ 323	\$ 332	\$ 340	\$ 348	\$ 357	\$ 366	\$ 3,283
Other Services											
Flight Hour Cost	\$ 967	\$ 991	\$ 1,016	\$ 1,041	\$ 1,067	\$ 1,094	\$ 1,121		\$ 1,178	\$ 1,207	\$ 10,832
Fixed Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Landing/Parking Fees	\$ 5,820	\$ 2,832	\$ 2,903	\$ 2,975	\$ 3,050	\$ 3,126	\$ 3,204	7	\$ 3,366	\$ 3,451	\$ 34,011
Crew Expenses	\$ 35,364	\$ 39,069	\$ 40,045	\$ 41,046	\$ 42,073	\$ 43,124	\$ 44,202	· · · · · · · · · · · · · · · · · · ·	\$ 46,440	\$ 47,601	\$ 424,272
Small Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			. ,								
Total Variable Cost	******	\$ 1,031,031	#########	*******	#########	*****	******	#########	*******	********	********
Fixed Cost Year	1	2	3	4	5	6	7	8	9	10	Total
Salaries											
Pilot/Flight Crew	\$ 267,668	\$ 274,360	\$ 281,219	\$ 288,249	\$ 295,455	\$ 302.842	\$ 310,413	\$ 318,173	\$ 326,127	\$ 334,281	\$ 2,998,787
Maintenance Technicians	\$ 100,508	\$ 103,021	\$ 105,596	\$ 108,236	\$ 110,942			\$ 119,472		\$ 125,521	\$ 1,126,029
Other	\$ -	S -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Benefits	\$ 99,728	\$ 93,553	\$ 95,891	\$ 98,289	\$ 100,746	\$ 103,265	\$ 105,846	\$ 108,492	\$ 111,205	\$ 113,985	\$ 1,030,999
Hangar	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	s -
Insurance											
Hull	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Liability	\$ 3,690	\$ 3.782	\$ 3,877	\$ 3,974	\$ 4,073	\$ 4,175	\$ 4,279	\$ 4,386	\$ 4,496	\$ 4,608	\$ 41,340
Miscellaneous						1			•		
Training Pilot/Maint	\$ 28,117	\$ 28,820	\$ 29,540	\$ 30,279	\$ 31,036	\$ 31,812	\$ 32,607	\$ 33,422	\$ 34,258	\$ 35,114	\$ 315,005
Management Fee	\$ -	\$ -	S -	S -	\$ -	\$ -	\$ -		S -	\$ -	\$ -
Brokerage Fee	\$ -	S -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Int/Paint/Avionics	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Modernization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Nav/Weather Services	\$ 5,942	\$ 6,091	\$ 6,243	\$ 6,399	\$ 6,559	\$ 6,723	\$ 6,891	\$ 7,063	\$ 7,240	\$ 7,421	\$ 66,570
Comp Maint Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Refurbishing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						1					
Total Fixed Cost	\$ 505,653	\$ 509,626	\$ 522,366	\$ 535,426	\$ 548,811	\$ 562,531	\$ 576,595	\$ 591,010	\$ 605,785	\$ 620,929	\$ 5,578,732
Firemonth associated			ě	\$ -	\$ -	\$ -	s -			•	
Finance/Lease Cost	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	<u> </u>		<u>s -</u>	\$ - \$ -	\$ - \$ -
Aircraft Cash Payment/Resale									-		
Final Payment/Loan Payoff	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	B 400 400	\$ -	\$ -
Operations Overhead	\$ 151,339	\$ 154,066	\$ 157,917	\$ 161,865	\$ 165,912		\$ 174,311		\$ 183,136	\$ 187,714	\$ 1,684,989
Administrative Overhead (G&A)	\$ 151,339	\$ 154,066	\$ 157,917	\$ 161,865	\$ 165,912	\$ 170,060	→ 1/4,311	\$ 178,669	\$ 183,136	\$ 187,714	\$ 1,684,989
Total Annual Cost	******	\$ 1.848,788	########	******	******	*****	#########	********	########	*******	#########
I Otal Alifual Cost											

FINANCIAL ANA	ALYSIS SUMN	IARY		Version 4.0 Software Copyright 2000					
DOE AL N166DE		Тур	e of Operation:	Government					
Make/Model:	Used	-		Acquisition:	Purchase				
Program Length:		10 Yea	rs	Date:	7-Jun-00				
Financial Informa	tion:		Depreciation:						
Capital Gains Tax		0 %							
Corp Tax Rate:		0 %	Method:	Straightline					
Desired ROI:		0 %	Term:	10					
Interest Rate:		0 %	Residual:	95					
Inflation Rate:		2.5 %							
Ops Overhead:		10 %	+	\$ -	/Year				
Admin Overhead:		10 %	+	\$ -	/Year				
Revenue:	\$ -	/FIt		\$ -	/Mo				
Revenue Hours:	\$ -	Hrs/	1111		7.11.0				
Flight Hours:		15 Hrs/							
Acquisition Cost:			sidual Value:	\$ -					
Acquisition cost.	3 ,300,00		xpenses +	Tax Impact +	After Tax				
Year	Revenue		epreciation	Depreciation	Cash Flow				
Acquisition Cost 0		\$		\$ -	· · · · · · · · · · · · · · · · · · ·				
-	\$ -		(5,900,000)						
1	\$ -	\$	(1,816,072)		\$ (1,816,072)				
2	\$ -	\$	(1,848,788)		\$ (1,848,788)				
3	\$ -	\$	(1,895,007)	\$ -	\$ (1,895,007)				
4	\$ -	\$	(1,942,383)		\$ (1,942,383)				
5	\$ -	\$	(1,990,942)		\$ (1,990,942)				
6	\$ -	\$	(2,040,716)		\$ (2,040,716)				
7	\$ -	\$	(2,091,734)		\$ (2,091,734)				
8	\$ -	\$	(2,144,027)		\$ (2,144,027)				
9	\$ -	\$	(2,197,628)	\$ -	\$ (2,197,628)				
10	\$ -	\$	(2,252,568)	\$ -	\$ (2,252,568)				
11	\$ -	\$	-	\$ -	\$ -				
12	\$ -	\$	-	\$ -	\$ -				
. 13	\$ -	\$	-	\$ -	\$ -				
14	\$ -	\$	•	\$ -	\$ -				
15	\$ -	\$	•	\$ -	\$ -				
16	\$ -	\$	-	\$ -	\$ -				
17	\$ -	\$	-	\$ -	\$ -				
18	\$ -	\$		\$ -	\$ -				
19	\$ -	\$	-	\$ -	\$ -				
20	\$ -	\$	-	\$ -	\$ -				
Total:	\$ -	\$	(26,119,863)	\$ -	\$ (26,119,863)				
	-	Ť							
Investment:	\$ 5,900,00	00							
Present Value:	\$ (20,219,86	53)	Net Prese	ent Value:	\$ (26,119,863)				





FINANCIAL ANALYSIS (Page 1)

7-Jun-00

DOE AL N166DE

Vear 0	DOE AL NIGODE				Government							
Revenue: Sales (Firth)	Make/Model:	Used	-		Acquisition:	Purchase		382.15	Hours/Year			
Revenue: Sales (Firth)												40
Sales (Minh) S		00	11	2	3	4	5	ь		8	9	10
Sales (Month) S							_	<u> </u>				6
Acquieition Cost S				· · · · · · · · · · · · · · · · · · ·							<u> </u>	
Total S S S S S S S S S S S S S S S S S S S									 			
Cost Without Tax Impact: Acqueision Cost \$ (5,900,000) \$. \$. \$. \$. \$. \$. \$. \$. \$. \$												
Acquisition Cost \$ (5,900,000) \$ \$ \$ \$ \$ \$ \$ \$ \$	Total		\$ -	\$ -	<u> </u>	3 -	•	1 3 -	3 -	3	<u> </u>	J -
Acquisition Cost \$ (5,900,000) \$ \$ \$ \$ \$ \$ \$ \$ \$	O - 4 Mist - 14 T-11 I	-4.				<u> </u>		T				
Principal Repayment \$. \$. \$. \$. \$. \$. \$. \$. \$. \$			•	· ·	¢	9	e	1 @	•	\$	\$ -	\$
Final Payment								1. T.				
Total \$ (5,900,000) \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Finel Deuts and	<u> </u>						· · · · · · · · · · · · · · · · · · ·				
Cost With Tax Impact: Sales Tax Sales Tax Sales Tax Sales Only) Sales Tax (Lease Payments Sales Tax Sales Tax Sales Sal		e (5.000.000)	<u> </u>									
Sales Tax	Total	\$ (5,900,000)		-	<u>ъ</u> -	<u> </u>	<u> </u>				Ψ	Ψ
Sales Tax											· · · · · · · · · · · · · · · · · · ·	
Use Tax (Lease Only) S - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -							•			•	•	•
Variable Cost \$ (1,007,740) \$ (1,031,031) \$ (1,056,806) \$ (1,083,227) \$ (1,110,307) \$ (1,138,085) \$ (1,166,517) \$ (1,195,679) \$ (1,225,671) \$						<u> </u>			<u>э</u> -			
Fixed Cost \$ (505,653) \$ (509,626) \$ (522,366) \$ (534,811) \$ (562,531) \$ (576,595) \$ (591,010) \$ (605,785) \$ (183,136) \$ (187,715) \$ (1816,072) \$ (151,339) \$ (151,066) \$ (157,917) \$ (161,865) \$ (165,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,715) \$ (1816,072) \$ (1816,			\$ -						© (4.466.547)			
Operations Overhead \$ (151,339) \$ (154,066) \$ (157,917) \$ (161,865) \$ (165,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,717) \$ (161,865) \$ (165,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,717) \$ (161,865) \$ (165,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,717) \$ (161,865) \$ (185,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,717) \$ (181,607) \$ (181							\$ (1,110,307)	\$ (1,138,003)	\$ (1,100,517) \$ (576,505)	\$ (1,195,079) \$ (504,040)	\$ (1,225,57 1) \$ (605 705)	\$ (620,021)
Admin Overhead (G&A) \$ (151,339) \$ (154,066) \$ (157,917) \$ (161,865) \$ (165,912) \$ (170,060) \$ (174,311) \$ (178,669) \$ (183,136) \$ (187,71) \$ (199,912) \$ (199,912) \$ (199,912) \$ (199,913												
Depreciation \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$												
Interest \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		<u> </u>				<u> </u>						
Lease Payments \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$						<u> </u>					, '	
Tax Impact: Income Tax												<u> </u>
Tax Impact: Income Tax			₱ - • (4.946.072)	\$ /4 040 700\	\$ /1 OOF 007)							
Income Tax	lotal		\$ (1,010,0/2)	\$ (1,040,700)	\$ (1,095,007)	1 \$ (1,942,363)	\$ (1,990,942)	1 4 (2,040,710)	\$ (2,091,734)	\$ (2,144,021)	\$ (2,197,020)	Ψ (2,232,300
Income Tax	Tay Impact						I					
Capital Gains Tax			s -	S -	s -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -
After Tax - Total Cash Flow: \$ (5,900,000) \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Present Value of Total Cash Flow \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)											\$ -	
After Tax - Total Cash Flow: \$ (5,900,000) \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Present Value of Total Cash Flow \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)												\$
Total Cash Flow: \$ (5,900,000) \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Present Value of Total Cash Flow \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)	Total		1.4	· •	. <u> </u>	1.4	<u> </u>	<u> </u>		<u> </u>		
Total Cash Flow: \$ (5,900,000) \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Present Value of Total Cash Flow \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)	After Tax -											
Operating Cash Flow: \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56) Present Value of Total Cash Flow \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)		\$ (5,900,000)	\$ (1,816,072)	\$ (1,848,788)	\$ (1,895,007)	\$ (1,942,383)	\$ (1,990,942)	\$ (2,040,716)	\$ (2,091,734)	\$ (2,144,027)	\$ (2,197,628)	\$ (2,252,568
Present Value of Total Cash Flow \$ (1,816,072) \$ (1,848,788) \$ (1,895,007) \$ (1,942,383) \$ (1,990,942) \$ (2,040,716) \$ (2,091,734) \$ (2,144,027) \$ (2,197,628) \$ (2,252,56)												
	Operating Cash Flow:							İ				i i
Net Present Value: \$ (5,900,000) \$ (7,716,072) \$ (9,564,859) \$(11,459,867) \$(13,402,249) \$(15,393,191) \$(17,433,907) \$(19,525,640) \$(21,669,667) \$(23,867,295) \$(26,119,867) \$(23,867,295) \$(26,119,867) \$(23,867,295) \$(26,119,867) \$(23,867,295) \$(23,867,295) \$(26,119,867) \$(23,867,295) \$(23,867,29	Present Value of Tota	Cash Flow	\$ (1,816,072)	\$ (1,848,788)	\$ (1,895,007)	\$ (1,942,383)	\$ (1,990,942)	\$ (2,040,716)	\$ (2,091,734)	\$ (2,144,027)	\$ (2,197,628)	\$ (2,252,568
	Net Present Value:	\$ (5,900,000)	\$ (7,716,072)	\$ (9,564,859)	\$(11,459.867)	\$(13,402,249)	\$(15,393,191)	\$(17,433,907)	\$(19,525,640)	\$(21,669,667)	\$(23,867,295)	\$(26,119,863

Used

	11		12		13		14	15	16	Τ	17		18	19		20			Year
										T									Revenues
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	-	Sales (Fit Hr)
\$	_	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	•	\$	-	Sales (Month)
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	3 -	\$	-	\$ -	\$	-	\$	_	Aircraft Sale
\$	-	\$	-		-	\$	-	\$ -	\$ -	\$	-	\$		\$ -	\$	-	\$	-	Total
L- <u></u> -		-		<u> </u>							•								
																			Cost Without Tax Impact:
\$	-	\$	_	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	(5,900,000)	Acquisition Cost
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	-	Principal Repayment
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	_	\$	-	Final Payment
\$	-	\$	_	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$		\$	(5,900,000)	Total
																			Cost With Tax Impact:
\$	-	\$	-	\$	-	\$		\$ -	\$ -	\$		\$	-	\$ -	\$				Sales Tax
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	-	Charter Tax
\$		\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	(11,271,154)	Variable Cost
\$	-	\$	_	\$	-	\$	-	\$ -	\$ -	\$		\$	- [\$	\$	-	\$		Fixed Cost
\$	-	\$	-	\$	-	\$	_	\$ -	\$ -	\$	5 -	\$	-	\$ -	\$	-	\$	(1,684,989)	Operations Overhead
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	5 -	\$	-	\$ -	\$		\$	(1,684,989)	Admin Overhead (G&A)
\$	•	\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	- I	\$ -	\$	-	\$		Depreciation
\$		\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	_	\$		Interest
\$		\$	-	\$	-	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	-	Lease Payments
\$	-	\$	-		-	\$	-	\$	\$ -	\$	-	\$	-	\$ -	\$	-	\$	(20,219,863)	Total
L-X																			
																			Tax Impact:
\$	-	\$	_	\$	_	\$	-	\$ -	\$ -	\$		\$	-	\$ -	\$	-	\$	-	Income Tax
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	6 -	\$	-	\$ -	\$	-	\$	-	Capital Gains Tax
\$	-	\$	-	\$.: -	\$	-	\$ -	\$ -	\$		\$	-	\$ -	\$	-		_	Total
<u> </u>									·										
							•			Т									After Tax -
\$	-	\$	-	\$	-	\$	-	\$ -	\$ -	\$	5 -	\$	-	\$ -	\$	-	\$	(26,119,863)	Total Cash Flow:
-				Ť.		<u> </u>	· · · · · · · · · · · · · · · · · · ·			Τ.							Γ		
\$	· -	\$	-	\$	-	\$		\$ -	\$ -	\$	B -	\$	-	\$ -	\$	-	\$	(20,219,863)	Operating Cash Flow:
T				Ť		-				T					Γ		T -		
\$	-	\$	-	\$	_	\$		\$ -	\$ -	\$	-	\$	-	\$ -	\$	-	\$	(20,219,863)	Present Value:
										1							1		
\$(26.	119.863)	\$(2	6.119,863)	\$(2	6,119,863)	\$(2	6,119,863)	\$(26,119,863)	\$(26,119,863)) \$	(26,119,863)	\$(2	26,119,863)	\$(26,119,863)	\$(2	6,119,863)	\$	(26,119,863)	Net Present Value
	-,/	-,=							· 					85					

Database Date:

Jan-00

Labor MH/FH			Parts \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1		1				
2			···			
3						
4				,		 -
5						
6						
7						
8						
9						
10						
11						
12						
13			†···			-
14			· · · · · · ·			
15						
16			 			
17			1			
18			1			
19						
20			1			

Life Limited Parts	Parts Cost Prem Rem	novals Frequency	
Luc Lillieu Parts	Laire Coer Ligitives		1 1

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
2 3						
. 4						
5						
5 6 7						
8						
9						
10						
11						
12					·	
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
23 24						
25						
26						
26 27						
28						
29	***************************************					
29 30						

Engine Restoral/Heav	v Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6						
7						
8						
9						
10				1		

Maintenance Cost Data

Database Date:

Jan-00

Cost Of Ownership Analysis

For:

DOE AL N166DE

7-Jun-00

Aircraft:

--

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

Notes:

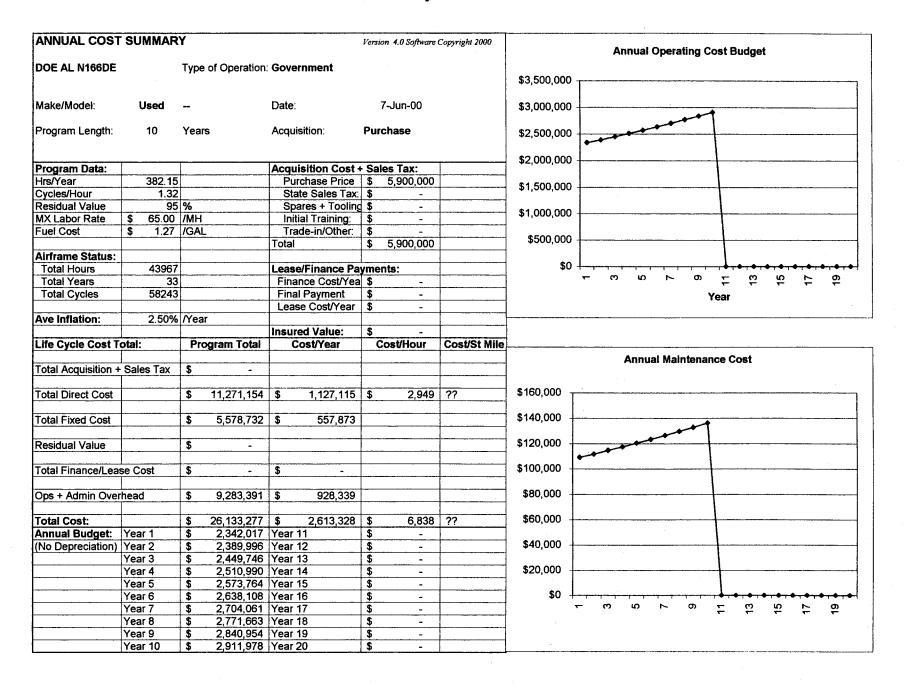
DC-9 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%

Notes: DC-9 Present Fleet - Should Costs Ops. O/H at 10% and G&A at 10%

Customer:	DOE AL N166DE	Type of Operation:	Government	
Date of Analysis:	7-Jun-00			
Date of Allalysis.	7-3411-00	Type of Analysis:	T-1-101	
Aircraft:		Type of Analysis:	Total Cost	ļ
uiciaic		Appulation Mark - de		ļ
Aircraft Status:	lland	Acquisition Method:	Purchase	
Total Time	Used			
	43967	Depreciation Method:	Straightline	
Total Years	33	If Straightline;		ļ
Total Cycles	58243	Term (Years)	10	
		Residual Value (%)	95%	
Base of Operation:	-			
				ļ
Program Length (Years):	10			-
Total Hours (Hrs/Yr):	382.15			
Cycles per Fit Hr (Airframe):	1.32			<u> </u>
Cycles per Fit Hr (Engine):	1.32			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,900,000			ļ
State Sales Tax:	\$ 5,900,000	Incurred Value	•	
Spares + Tooling:	\$ -	Insured Value	\$ -	ļ
Initial Training:	\$ -	Death William		ļ
Trade-in/Other:		Resale Value	95.0%	
	\$ -			
Total	\$ 5,900,000	Brokerage Fee:	\$ -	
				
/ariable Cost Input				
uei Cost (\$/Gallon)	\$ 1.27	Fuel Consumption (Gallon/Flt Hr)	950	
Maintenance Labor Rate (\$/MH	\$ 65.00	Other	\$ 2.53	
	,	U		
ixed Cost Input		Hangar Cost (\$/Year): Nav & Weather Service (\$/Yr.):	\$ - \$ 5.942	
Salaries/Aircraft (\$/Year)		THEY SE VYCAUIOI SOLVICO (\$111.).	\$ 5,942 \$ -	
Pilots/Flight Crew:	\$ 267,668	Crew Expenses (\$/Flt Hr):		
Maintenance Technicians:	\$ 100.508	Landing/ATC Fees (\$/Fit Hr):	\$ 100	
Other:	\$ 100,508	Landing/ATC rees (\$/rit Hr):	\$ 7	
lenefits (% of Salaries)		Small Supplies/Catering (\$/Flt Hr):	\$ -	
raining Cost (\$/Year):	25%	Other Fixed Cost (\$/Yr):	\$ -	
raining Cost (\$/Year): Operations Overhead (%):	\$ 28,117	Insurance: Hull (% of Insured Value	0.00%	
	\$ 10	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):	\$ 10	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ -	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr):	\$ -	Computer Maint Mgmt System (\$/Y	\$ -	

^{*} The data shown is based on user input



·			
	·		

ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N166DE

Government

Make/Model:

Used

Acquisition: Purchase

382.15 Hours/Year

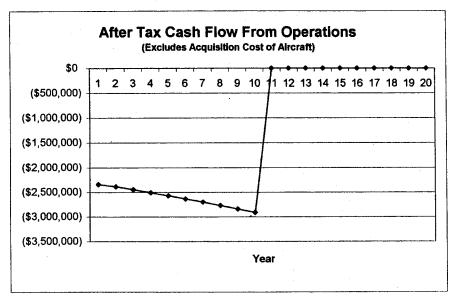
Aircraft Value:

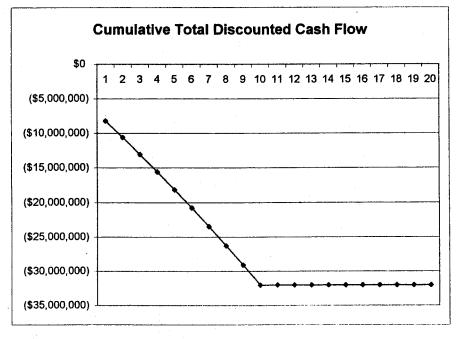
_

Residual Value \$

Fuel Additives	Airciait Value. \$ - Resignal Value \$ -																				
Fuel Additives			I										7		8		9	<u> </u>	10	T	otal
Maint Labor		\$ 462,615	5 \$	472,591	\$	484,405	\$	496,515	\$	508,928	\$	521,652	\$ 534,693	\$	548,060	\$	561,762	\$	575,806	\$ 5.1	67.027
Parts					\$		\$	•	\$		\$	-	\$ -	\$	-	\$		\$		\$	-
Parts		\$ 85,944	\$	88,093	\$	90,295	\$	92,552	\$	94,866	\$	97,238	\$ 99,669	\$	102,160	\$	104.714	\$	107.332	\$ 9	62,863
Inspections	Parts	\$ 21,831	\$	22,377	\$	22,936	\$	23,510	\$	24,097	\$	24,700	\$ 25,317	\$	25,950						44,581
Engine Guaranteed Mx Plan	Inspections	\$ -	\$; -	\$	-	\$	-	\$	-	\$	-		\$	-	\$					
Avionice Guaranteed Mr Plan				-			\$	-	\$	-	\$	-	\$ -	\$		\$	-		-		-
Avionics Guaranteed Mr Plan	Engine Guaranteed Mx Plan	\$ 394,906	\$	404,779	\$	414,898	\$	425,271	\$	435,903	\$	446,800	\$ 457,970	S	469,419	S	481,155	S	493.184	\$ 4.4	24.285
Life Limited Components (All) \$ 293 \$ 300 \$ 308 \$ 316 \$ 323 \$ 332 \$ 340 \$ 348 \$ 357 \$ 366 \$ Cher Services Fight Hour Cost \$ 967 \$ 991 \$ 1,016 \$ 1,041 \$ 1,067 \$ 1,094 \$ 1,121 \$ 1,149 \$ 1,178 \$ 1,207 \$ Fixed Cost \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Avionics Guaranteed Mx Plan	\$ -	\$	-	\$	-	\$	-	\$	-	\$								-		,=
Cher Services Se		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	Š	
Other Services Ser	Life Limited Components (All)	\$ 293	\$ \$	300	\$	308	\$	316	\$	323	\$	332	\$ 340	\$	348			<u> </u>	366		3.283
Fixed Cost \$ \$ \$ \$ \$ \$ \$ \$ \$	Other Services		Т				_									Ť				_ <u></u>	0,200
Fixed Cost \$	Flight Hour Cost	\$ 967	\$	991	\$	1.016	S	1.041	S	1.067	S	1.094	\$ 1.121	s	1 149	s	1 178	\$	1 207	\$	10,832
Landing/Parking Fees	Fixed Cost	\$ -	\$	-	\$	-	S		\$		Š					—		s	- 1,201		10,002
Crew Expenses \$35,364 \$39,069 \$40,045 \$41,046 \$42,073 \$43,124 \$44,202 \$45,308 \$46,440 \$47,601 \$5 \$5 \$5 \$5 \$5 \$5 \$5 \$	Landing/Parking Fees	\$ 5,820) S	2.832	S	2.903	Š	2.975	S	3.050		3.126							3 451	- 	34.011
Small Supplies									<u> </u>												24,272
Total Variable Cost ######### \$ 1,031,031 ######### ######### ######### ########	Small Supplies										Š	10,124						<u> </u>			24,212
Fixed Cost				· · · · · · · · · · · · · · · · · · ·			Ť		_	····	-			<u> </u>		*				Ψ	- -
Fixed Cost	Total Variable Cost	*******	# 5	1.031.031	##	*****	#	*****	#	*****	-	*****	*****	-	******	-	*****	44			******
Salaries				1,001,001		*********	-	amananana.		**********		*********			******		******	***	*******	****	*****
Salaries	Fixed Cost Year	1	т-	2		3		4		5	_	8	7	_	-	_	<u> </u>		40	-	-A-I
Pilot/Flight Crew			+-		 		-		\vdash			- 0	'			-	9	-	10		otal
Maintenance Technicians		\$ 267 668		274 360	•	281 210	•	288 240	e	205 455	-	202 042	£ 310 413		249 472	-	220 427	-	224 204		00 707
Other \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$							+	109 228	-												
Benefits						100,000		100,230				113,710			119,472		122,459		125,521	<u> </u>	26,029
Hangar						06 904	_	00 200			- Z	100 005			400 400		444.000				
Insurance			-				<u> </u>	90,209													30,999
Hull \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			-		9		9		-•		3		3 -	3				\$		\$	
Liability \$ 3,690 \$ 3,782 \$ 3,877 \$ 3,974 \$ 4,073 \$ 4,175 \$ 4,279 \$ 4,386 \$ 4,496 \$ 4,608 \$ Miscellaneous Training Pilot/Maint \$ 28,117 \$ 28,820 \$ 29,540 \$ 30,279 \$ 31,036 \$ 31,812 \$ 32,607 \$ 33,422 \$ 34,258 \$ 35,114 \$ Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		•	-		•		-		-		-			_		_					
Miscellaneous Section Miscellaneous Section Miscellaneous Section Miscellaneous Miscellaneous Section Miscellaneous Section Miscellaneous Section Miscellaneous Section Miscellaneous Section Miscellaneous Section Sect						2 077		2074												<u></u>	· · · · ·
Training Pilot/Maint \$ 28,117 \$ 28,820 \$ 29,540 \$ 30,279 \$ 31,036 \$ 31,812 \$ 32,607 \$ 33,422 \$ 34,258 \$ 35,114 \$ Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ 3,030	1 3	3,762	•	3,011	•	3,974	-	4,073	-	4,1/5	\$ 4,279	\$	4,386	\$	4,496	\$	4,608	\$	41,340
Management Fee \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -		£ 20 117	-	20 020		20 540	_	00.070	-	04 000	_	24.242		_		_					
Brokerage Fee					<u> </u>	29,540		30,279						_					35,114		15,005
New Int/Paint/Avionics \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -			_											<u> </u>					-		-
Modernization					_		-		Ť		-		· · · · · · · · · · · · · · · · · · ·	<u> </u>		_				. <u></u>	
Nav/Weather Services \$ 5,942 \$ 6,091 \$ 6,243 \$ 6,399 \$ 6,559 \$ 6,723 \$ 6,891 \$ 7,063 \$ 7,240 \$ 7,421 \$ Comp Maint Service \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -									<u> </u>				- T		-		-				-
Comp Maint Service \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$							· ·								-				-		
Refurbishing \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			- - -			6,243		6,399	<u> </u>			6,723		\$	7,063	\$	7,240	\$	7,421	\$	66,570
Other \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -								-				-		<u> </u>	-		-	\$		\$	-
Total Fixed Cost \$ 505,653 \$ 509,626 \$ 522,366 \$ 535,426 \$ 548,811 \$ 562,531 \$ 576,595 \$ 591,010 \$ 605,785 \$ 620,929 \$ 95. Finance/Lease Cost \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$								-						\$		\$		\$	-	\$	-
Finance/Lease Cost \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Other	\$ -	- \$		\$	-	\$	-	\$	-	\$	- 1	\$ -	\$	-	\$		\$	-	\$	
Finance/Lease Cost \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$																					
Aircraft Cash Payment/Resale \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Total Fixed Cost	\$ 505,653	\$	509,626	\$	522,366	\$	535,426	\$	548,811	\$	562,531	\$ 576,595	\$	591,010	\$	605,785	\$	620,929	\$ 5,5	78,732
Aircraft Cash Payment/Resale \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			1 -							· · · · · · · · · · · · · · · · · · ·											
Final Payment/Loan Payoff \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$														<u> </u>				\$	-]	\$	-
Operations Overhead \$ 647,135 \$ 663,313 \$ 679,896 \$ 696,894 \$ 714,316 \$ 732,174 \$ 750,478 \$ 769,240 \$ 788,471 \$ 808,183 \$														·-		_		\$	-	\$	1
Operations Overhead \$ 647,135 \$ 663,313 \$ 679,896 \$ 696,894 \$ 714,316 \$ 732,174 \$ 750,478 \$ 769,240 \$ 788,471 \$ 808,183 \$ Administrative Overhead (G&A) \$ 181,489 \$ 186,036 \$ 190,677 \$ 195,444 \$ 200,330 \$ 305,330 \$ 30		<u> </u>		-									\$ -			\$		\$	-	\$	
Administrative Overhead (GRA) \$ 181.489 \$ 196.026 \$ 190.677 \$ 195.444 \$ 200.220 \$ 240.472 \$ 247.722				663,313	\$	679,896	\$	696,894	\$	714,316	\$	732,174	\$ 750,478	\$	769,240	\$	788,471	\$	808,183	\$ 7,2	50,100
Administrative Overhead (G&A) \$ 181,489 \$ 186,026 \$ 190,677 \$ 195,444 \$ 200,330 \$ 205,338 \$ 210,472 \$ 215,733 \$ 221,127 \$ 226,655 \$ 2	Administrative Overhead (G&A)	\$ 181,489	\$	186,026	\$	190,677	\$	195,444	\$	200,330	\$	205,338	\$ 210,472	\$	215,733	\$	221,127				33,291
		l	1																	*** ****	
Total Annual Cost ######### \$ 2,389,996 ######### ######## ######## ########	Total Annual Cost	########	# \$	2,389,996	##	*****	#	*****	_#	******	#	*****	******	#	******	#	*****	##	######	####	*****

FINANCIAL ANA	LYSIS SU	MMAR	Υ		Version	4.0 Software Co	pyright	2000
DOE AL N166DE		٦	Гуре о	Operation:	Gove	rnment		
Make/Model:	Used	-	-		Acqui	sition:	Purc	hase
Program Length:		10 \	rears		Date:		7-Jur	1-00
Financial Informat	ion:	T		preciation:			<u> </u>	
Capital Gains Tax		0 9	%					
Corp Tax Rate:		0 9	%	Method:	Straig	htline		
Desired ROI:		0 9	%	Term:		10		
Interest Rate:		0 9	%	Residual:		95		
Inflation Rate:		2.5	%					
Ops Overhead:		0 9	%	+	\$	647,135.00	/Year	
Admin Overhead:		0 9	%	+	\$	181,489.00		Г
Revenue:	\$	- /	Fit Hr.	+	\$		/Mo	
Revenue Hours:	\$	- ł	Hrs/Yr.					
Flight Hours:		382.15 I						
Acquisition Cost:	\$ 5,90	0,000	Resid	dual Value:		-		
				enses +	Ta	x Impact +		After Tax
Year	Revent	ue	Dep	reciation	De	preciation	C	ash Flow
Acquisition Cost 0	\$	-	\$	(5,900,000)	\$	-	\$	(5,900,000)
1	\$	-	\$	(2,342,017)	\$		\$	(2,342,017)
2	\$	-		(2,389,996)		_	\$	(2,389,996)
3	\$	-		(2,449,746)		-	\$	(2,449,746)
4	\$	-	\$	(2,510,990)	\$	-	\$	(2,510,990)
5	\$	-		(2,573,764)		_	\$	(2,573,764)
6	\$	-	\$	(2,638,108)	\$	_	\$	(2,638,108)
7	\$	-	\$	(2,704,061)	\$	-	\$	(2,704,061)
8	\$	-		(2,771,663)		-	\$	(2,771,663)
9	\$	-		(2,840,954)		-	\$	(2,840,954)
10	\$	-		(2,911,978)		_	\$	(2,911,978)
11	\$	-	\$	_	\$	-	\$	-
12	\$	-	\$	-	\$	_	\$	•
13	\$	-	\$	-	\$		\$	-
14	\$	-	\$	-	\$	-	\$	-
15	\$	-	\$	-	\$	-	\$	-
16		-	\$	-	\$	-	\$	-
17	\$	-	\$	-	\$	-	\$	-
18		-	\$	-	\$	_	\$	-
19		- 1	\$		\$	-	\$	
20	\$		\$	-	\$	-	\$	•
Total:		- 1	\$ (32,033,277)	\$	-	\$	(32,033,277)
							ļ	
Investment:	\$ 5,90	0,000						
Present Value:	\$ (26,13	3,277)		Net Prese	ent Va	lue:	\$	(32,033,277)
							<u> </u>	





FINANCIAL ANALYSIS (Page 1)

7-Jun-00

DOE AL N166DE

DOE AL NIGGUE				Government						
Make/Model:	Used	-		Acquisition:	Purchase		382.1	6 Hours/Year		
Year	0	1	2	3	4	5	6	7 8	1 0	1 40
Revenue:		•		ļ	 	ļ <u></u>	0		9	10
Sales (Flt Hr)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	
Sales (Month)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
Aircraft Sale		\$ -	\$ -	T	\$ -	\$ -	\$			\$ -
Total		\$ -	\$ -	\$ -	\$ -					\$ -
		IY.		1 T		<u> </u>			. μ	-
Cost Without Tax Impac	ot:			T	1		<u> </u>		T	Τ
Acquisition Cost	\$ (5,900,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	s -
Principal Repayment	\$ -	\$ -	\$ -	\$ -	+- 	T	\$ -	 	\$ -	\$ -
Final Payment		\$ -	\$ -	\$	\$ -		\$ -		\$ -	1
Total	\$ (5,900,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	· · · · · · · · · · · · · · · · · · ·		\$ -
								4		
Cost With Tax Impact:					<u> </u>			T T	T	<u> </u>
Sales Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Use Tax (Lease Only)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Variable Cost		\$ (1,007,740)	\$ (1,031,031)	\$ (1,056,806)	\$ (1.083.227)		\$ (1.138.065	\$ (1,166,517) \$ (1,195,679)	\$ (1 225 571)	\$ (1.256.211)
Fixed Cost		\$ (505,653)	\$ (509,626)	\$ (522,366)	\$ (535,426)	\$ (548,811)	\$ (562,531	\$ (576,595) \$ (591,010)	\$ (605,785)	\$ (620,929)
Operations Overhead		\$ (647,135)	\$ (663,313)			\$ (714,316)	\$ (732,174			
Admin Overhead (G&A)	\$ (181,489)								1
Depreciation		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Interest		\$ -	\$ -	\$ -	s -	\$ -	\$ -	- <u> -</u>	\$ -	\$ -
Lease Payments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Total		\$ (2,342,017)	\$ (2,389,996)	\$ (2,449,746)	\$ (2.510.990)	\$ (2.573.764)	\$ (2 638 108	\$ (2,704,061) \$ (2,771,663)	\$ (2.840.954)	\$ (2 011 078)
		, , , , , , , , , , , , , , , , , , , ,			1.5 (-10.0,000)	\(\pi_{\begin{subarray}{c} \(\mu_{\begin{subarray}{c} \\ \mu_{\begin{subarray}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	1 4 (2,000,100	ψ (2,704,001) ψ (2,771,000)	<u> Ψ (2,040,934)</u>	Ψ (2,511,910)
Tax Impact:										
Income Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Capital Gains Tax		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -
After Tax -			· · · · · · · · · · · · · · · · · · ·			I				· · · · · · · · · · · · · · · · · · ·
Total Cash Flow:	\$ (5,900,000)	\$ (2,342,017)	\$ (2,389,996)	\$ (2,449,746)	\$ (2,510,990)	\$ (2,573,764)	\$ (2,638,108)	\$ (2,704,061) \$ (2,771,663)	\$ (2,840,954)	\$ (2,911,978)
Operating Cash Flow:		\$ (2,342,017)	\$ (2,389,996)	\$ (2,449,746)	\$ (2,510,990)	\$ (2,573,764)	\$ (2,638,108	\$ (2,704,061) \$ (2,771,663)	\$ (2,840,954)	\$ (2,911,978)
Present Value of Total	Cash Flow	\$ (2,342,017)	\$ (2,389,996)	\$ (2,449,746)	\$ (2,510,990)	\$ (2,573,764)	\$ (2,638,108)	\$ (2,704,061) \$ (2,771,663)	\$ (2,840,954)	\$ (2,911,978)
Net Present Value:	\$ (5,900,000)	\$ (8,242,017)	\$(10,632,013)	\$(13,081,759)	\$(15,592,748)	\$(18,166,513)	\$(20,804,621)	\$(23,508,682) \$(26,280,345)	\$(29,121,299)	\$(32,033,277)

Used

	11.	T	12		13		14	1	15	16			17		18		19		20		Total	Year
		Τ		Г																		Revenues
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Sales (Fit Hr)
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Sales (Month)
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Aircraft Sale
\$	•	\$	_	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	_	\$	-	Total
		T				T		T														Cost Without Tax Impact:
\$		\$	_	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	(5,900,000)	Acquisition Cost
\$		S	_	\$		\$		\$		\$		\$	-	\$	-	\$		\$		\$	- (0,000,000)	Principal Repayment
\$		\$	_	\$		\$	-	\$	-	\$		\$	_	\$	-	\$	-	\$		\$	-	Final Payment
\$	-	\$	-	\$						\$		\$	-	\$	-	\$	-	\$	-		(5,900,000)	
	•	1.		I <u>*</u>		1		1.4			·	<u> </u>		•	,	_ 		L-Y		_	(0)000,000/	
																						Cost With Tax Impact:
\$	_	\$		\$		\$		\$	•	\$		\$	-	\$	-	\$	<u>-</u>	\$	<u> </u>	\$	-	Sales Tax
\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Charter Tax
\$	-	\$	-	\$		\$		\$	-]	\$	- 1	\$	-	\$	-	\$	-	\$	<u> </u>	\$	(11,271,154)	Variable Cost
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(5,578,732)	Fixed Cost
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	(7,250,100)	Operations Overhead
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(2,033,291)	Admin Overhead (G&A)
\$	-	\$	-	\$	-	\$	_	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Depreciation
\$	-	\$	-	\$		\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	Interest
\$		\$	-	\$	<u>-</u>	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Lease Payments
\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	(26,133,277)	Total
				,																		
		Ļ		_		-		-				_		_				<u> </u>		_		Tax Impact:
\$		\$	-	\$		\$	<u> </u>	\$	-		-	\$	-	\$	-	\$		\$	-	\$		Income Tax
\$	-	\$	-	\$		\$	-	\$	-			\$_	-	\$	-	\$		\$	<u>-</u>	\$	-	Capital Gains Tax
\$		\$		\$		\$	-	\$		\$	-	\$		\$		\$	-	\$	- .	\$	i	Total
																						After Tax -
\$	-	\$	-	\$	-	\$	-	\$	-	\$ \$	-	\$	-	\$	-	\$	-	\$	-	\$	(32,033,277)	Total Cash Flow:
		<u> </u>		L		<u> </u>				· · · · · · · · · · · · · · · · · · ·										_		
\$	• •	\$		\$	_	\$	-	\$	-	\$		\$	-	\$	-	\$		\$		\$	(26,133,277)	Operating Cash Flow:
\$	-	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	(26,133,277)	Present Value:
		<u> </u>		_		L		-						2::				<u> </u>				
\$(32	2,033 <u>,</u> 277)	\$	32,033,277)	\$	(32,033,277)	∖\$(3	2,033,277)	\$(32	2,033,277)	\$(32,033,2	277)	\$(3	32,033,277)	\$(3	32,033,277)	\$(32	2,033,277 <u>)</u>	\$(3	2,033,277)	\$	(32,033,277)	Net Present Value

Labor MH/FH			Parts \$/FH		,
Airframe:	0.00	MH/FH	Airframe:	\$ -	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ _	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11		-				
12						
13						
14						
15						
16					,	
17						
18						
19						
20						

Life Limited Parts	Parts Cost	Prem Removals	Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2	-					
2 3						
4						
5						
6 7						
7						
8 9						
9						
10						
11						
12 13						
13						
14				-		
15 16						
16						
17						
18						
19						
20						
20 21						
22						
23						
24						
24 25						
26						
26 27						
28 29 30						
29						
30						

Engine Restoral/Heavy	/ Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Maintenance Cost Data - Database Date: Jan-00

Cost Of Ownership Analysis

For:

DOE AL N166DE

7-Jun-00

Aircraft:

--

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

DC-9 Present Fleet - Costs Normalized

Customer:	DOE AL N166DE	Type of Operation:	Government	
Date of Analysis:	7-Jun-00		T-1-101	
		Type of Analysis:	Total Cost	
Aircraft:				
		Acquisition Method:	Purchase	
Aircraft Status:	Used			
Total Time	43967	Depreciation Method:	Straightline	
Total Years	33	If Straightline;		
Total Cycles	58243	Term (Years)	10	
		Residual Value (%)	95%	
Base of Operation:				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	382.15			
Cycles per Fit Hr (Airframe):				
Cycles per Fit Hr (Engine):	1.32			
Acquisition Cost - Purchase				
Purchase Price	\$ 5,900,000			
State Sales Tax:	\$ -	Insured Value	-	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	95.0%	
Trade-in/Other:	\$ -			
Total	\$ 5,900,000	Brokerage Fee:	s -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.27	Fuel Consumption (Gallon/Fit Hr)	950	
Maintenance Labor Rate (\$/MH	\$ 65.00	Other	\$ 2.53	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input	 	Nav & Weather Service (\$/Yr.):	\$ 5,942	
Salaries/Aircraft (\$/Year)		(4, 111).	\$ -	<u> </u>
Pilots/Flight Crew:	\$ 267.668	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 100,508	Landing/ATC Fees (\$/Fit Hr):	\$ 7	
Other:	\$ 700,000	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	25%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 28,117	Insurance: Hull (% of Insured Value		\vdash
Operations Overhead (%):	\$ 20,117	Insurance: Liability (\$/Year):	\$ 3,690	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 647.135	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr):		Computer Maint Mgmt System (\$/Y		 -
Administrative Overnead \$/11):	ψ 101,409	Computer Maint Mgmt System (\$/1)	. -	L

^{*} The data shown is based on user input

		Parts Cost	Prem Removals	Frequency		
Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
NG Gear Strut Actuator	\$	28,600			20000	
	\$	63,800			9000	
Control Syst Cables	\$	6,600		2400	***************************************	<u> </u>
Spoiler Ass'y	\$	11,000		3600		
Generator Bearing (2)	\$	4,200		1000		
Windshield (2)	\$	77,000	0.14			<u> </u>
20000 Hr Items	\$	330,000		20000		
						
		···		-		
						<u> </u>
	NG Gear Strut Actuator MG Gear Strut Actuator Control Syst Cables Spoiler Ass'y Generator Bearing (2) Windshield (2)	NG Gear Strut Actuator \$ MG Gear Strut Actuator \$ Control Syst Cables \$ Spoiler Ass'y \$ Generator Bearing (2) \$ Windshield (2) \$	Name: (Current \$) NG Gear Strut Actuator \$ 28,600 MG Gear Strut Actuator \$ 63,800 Control Syst Cables \$ 6,600 Spoiler Ass'y \$ 11,000 Generator Bearing (2) \$ 4,200 Windshield (2) \$ 77,000	Name: (Current \$) /1000 HR NG Gear Strut Actuator \$ 28,600 MG Gear Strut Actuator \$ 63,800 Control Syst Cables \$ 6,600 Spoiler Ass'y \$ 11,000 Generator Bearing (2) \$ 4,200 Windshield (2) \$ 77,000 0.14	Name: (Current \$) /1000 HR Hours NG Gear Strut Actuator \$ 28,600 MG Gear Strut Actuator \$ 63,800 Control Syst Cables \$ 6,600 2400 Spoiler Ass'y \$ 11,000 3600 Generator Bearing (2) \$ 4,200 1000 Windshield (2) \$ 77,000 0.14	Name: (Current \$) /1000 HR Hours Cycles NG Gear Strut Actuator \$ 28,600 20000 MG Gear Strut Actuator \$ 63,800 9000 Control Syst Cables \$ 6,600 2400 Spoiler Ass'y \$ 11,000 3600 Generator Bearing (2) \$ 4,200 1000 Windshield (2) \$ 77,000 0.14

ngine Restoral/Hea	vy N	/laintenance	i	Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	MPI	\$	62,188		1400		100.0
	2	CZI	\$	194,583		4200		
	3	S/B Allowance	\$	60,000		4200		
	4		-				T	
	5							
Replacement	1							
	2							
	3		1					
	4							
	5	***					- ·	
	6							
	7				-			
	8							
	9							
	10							

Maintenance Cost Data

Learjet 35/36

Database Date:

ANNUAL COST

(Page 1)

8-Jun-00

83,762 \$

43,094 \$

755,452 \$

Total Annual Cost \$

(Page 2)

DOE AL N135DE

Government

Make/Model:

Used Learjet 35/36

Acquisition: Purchase

325 Hours/Year

85,846 \$ 87,992 \$ 90,192 \$ 92,447 \$ 94,758 \$ 97,127 \$ 99,556 \$ 102,044 \$ 104,595 \$ 938,306 44,171 \$ 45,276 \$ 46,408 \$ 47,568 \$ 48,757 \$ 49,976 \$ 51,225 \$ 52,506 \$ 53,819 \$ 482,799

768,277 ####### \$821,431 \$832,182 \$851,478 \$889,484 \$897,299 \$924,601 \$961,367 \$8,728,383

Aircraft Value:

Final Payment/Loan Payoff

Administrative Overhead (G&A)

Operations Overhead

Ś

Residual Value: \$

Variable Cost Yea	ır	1	T	2	3	4	5	6	7	8	9	10	Total
Fuel	\$	90,188	\$	92,442	\$ 94,753	\$ 97,122	\$ 99.550	\$ 102,039	\$104,590	\$107,205	\$109,885	\$112,632	\$1,010,40
Fuel Additives	\$	-	\$	-	\$ -	\$ -	s -	s -	\$ -	\$ -	\$.	\$.	\$ -
Maint Labor	\$	60,055	\$	61,556	\$ 63,095	\$ 64,673	\$ 66,289	\$ 67.947	\$ 69,645	\$ 71,387	\$ 73,171	\$ 75,000	\$ 672,819
Parts	\$	45,665	\$	47,587	\$ 49,176	\$ 51,225	\$ 53,346	\$ 55,971	\$ 58,695	\$ 61,519	\$ 64,912	\$ 68,435	\$ 556,53
Inspections	\$	•	\$	·	\$ 224,781	\$ 2,908	\$.	\$ -	\$.	\$ 51,515	4 04,512	4 00,450	\$ 227,68
Engine Restoral	\$		\$	-	\$	\$	\$ -	\$ -	š .	š .	\$	<u> </u>	4 227,003
Engine Guaranteed Mx Plan	\$	69,804	\$	71,549	\$ 73,337	\$ 75,171	\$ 77,050	\$ 78,976	\$ 80,951	\$ 82.974	\$ 85.049	\$ 87,175	\$ 782,031
Avionics Guaranteed Mx Plan	\$	-	\$	•	\$ -	\$ -	\$ -	\$ -	s	\$	8 -	4 07,170	4 /02,036
Component Overhaul (All)	\$	2,475	\$	•	\$ 2,600	\$ 5,600	\$ 2,732	\$ -	\$ 2,870	\$ -	\$ 3,016	\$ 9,585	\$ 28,87
Life Limited Components (All)	\$	7,704	Š	3,591	\$ 15,238	\$ 8,296	\$ 3,867	\$ 3,964	\$ 16,588	\$ 4,165	\$ 4,269	\$ 9,621	\$ 77,30
Other Services	1		† :			1	1 0,007	¥ 0,004	4 10,000	4 4,100	4,203	7 5,021	9 //,30
Flight Hour Cost	Ś	445	Ś	456	\$ 468	\$ 479	\$ 491	\$ 504	\$ 516	\$ 529	\$ 542	\$ 556	4 4 4 4 4 4
Fixed Cost	Ś		š -		\$.	†		ė .	\$.	6 029	9 042	\$ 000	\$ 4,98
Landing/Parking Fees	Š	2,350	Ś	2,408	\$ 2,469	\$ 2.530	\$ 2,594	\$ 2.659	\$ 2,726	\$ 2,793	\$ 2,863	\$ 2935	
Crew Expenses	Ś	32,416	+ -	33,226	\$ 34,057	\$ 34,908	\$ 35,781	\$ 36,675	\$ 37.592	\$ 38,532	\$ 2,863	¥ 2,000	\$ 26,32
Small Supplies	\$	52,410	\$	33,220	4 34,007	\$ -	\$ -	\$ 30,076	\$ 37,092	\$ 38,532	+	\$ 40,483	\$ 363,16
	+							 •	-	3	\$ -	\$	\$
Total Variable Cos	t Ś	311,100	Ś	212 016	\$ 559,974	6242012	\$341,701	\$ 348,735	\$374,172	\$369,103	\$383,201		
1000. 10100/0 000		011,100	1.¥	312,510	4 000,074	4342,512	1 4341,701	4 340,736	1 3 3 / 4, 1 / 2	\$369,103	\$383,201	\$406,421	\$3,750,13
Fixed Cost Yea	r	1 .		2	3	4	5	6	7	8	9	10	Total
Salaries						I							
Pilot/Flight Crew	\$	124,394	\$	127,504	\$ 130,691	\$133,969	\$137,308	\$ 140,740	\$144,259	\$147,865	\$151,562	\$155,351	\$1,393,633
Maintenance Technicians	\$	41,227	\$	42,258	\$ 43,314	\$ 44,397	\$ 45,507	\$ 46,645	\$ 47,811	\$ 49,006	\$ 50,231	\$ 51,487	\$ 461.88
Other	\$	-	\$	-	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$
Benefits	\$	49,686	\$	50,928	\$ 52,202	\$ 53,507	\$ 54,844	\$ 56,215	\$ 57,621	\$ 59,061	\$ 60,538	\$ 62,051	\$ 556,650
Hangar	\$	•	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	Š -	s .	\$ -	\$
Insurance													
Hull	\$		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	ŝ -	s .	\$	¢
Liability	\$	1,230	\$	1,261	\$ 1.292	\$ 1,325	\$ 1,358	\$ 1,392	\$ 1,426	\$ 1,462	\$ 1,499	\$ 1,536	\$ 13,780
Miscellaneous	1									1	1.7 11.709	1,000	4
Training Pilot/Maint	\$	95,406	\$	97,791	\$ 100,236	\$102,742	\$105,310	\$ 107,943	\$110,642	\$113,408	\$116,243	\$119,149	\$1,068,870
Management Fee	\$		Ś		Ś -	ŝ .	\$ -	\$ -	\$	4110,400	4 110,243	4113,143	41,000,070
Brokerage Fee	Š		Ś		\$ -	Ś -	\$ -	\$ -	Ś	\$ -	· •		
New Int/Paint/Avionics	\$		\$		<u> </u>	· ·	· -	\$ -	Ś	\$.	3		3
Modernization	ŝ		×		<u> </u>	<u>-</u>	<u> </u>	ě	\$		· · · · · · · · · · · · · · · · · · ·		3
Nav/Weather Services	Ś	5,563	Š	5,702	\$ 5,845	\$ 5,991	\$ 6,141	\$ 6,294	\$ 6.451	\$ 6,613	\$ 6.778	\$ 6.947	¥
Comp Maint Service	\$	0,000	. <u>*</u>	0,702	\$ -	\$ -	\$ -	\$ 6,254	\$ 0,401	\$ 0,013	\$ 6,778	\$ 6,947	\$ 62,324
Refurbishing	\$		\$		\$ -	<u> </u>	\$ -	\$ -	\$ -	\$	· · · · · · · ·	\$. <u>\$</u>
Other	Ś		ŝ		\$ -	\$ -	\$ -	\$ -		\$	\$ -	2 -	\$
OHG.	-						• -	٠ -	\$ -	\$.	\$ -	\$ -	\$
Total Fixed Cost	\$	317,506	\$	325,444	\$ 333,580	\$341,920	\$350,468	\$ 359,229	\$368,210	\$377,415	\$386,851	\$396,522	\$3,557,144
													. , ,
inance/Lease Cost	\$		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.
Aircraft Cash Payment/Resale	\$	I	\$			\$.						** * * * * *	and the same of th

Maintenance	Cost	Data
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Learjet 35/36

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	2.30	MH/FH	Airframe:	\$	/FH
Engine:	0.00		Engine:	\$ •	
Avionics:	0.00		Avionics:	\$	

Guaranteed Maintenance	Plans				
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1 3000 Cycle	\$ 2,700			3000	
	2 6000 Cycle	\$ 17,750			6000	12
	3 12 Yr/7200 Hr	\$ 102,000		7200		12
	4 12000 Hour	\$ 94,200		12000		12
	5					
	6					
	7					•
	8					
	9					
1	o					
1	1					
1	2					
One Time	1					
	2					

Component Overhaul		Over	haul Cost	Prem Removals	Frequency		
	Name:	(Cu	rrent \$)	/1000 HR	Hours	Cycles	Years
1	Stab Actuator	\$	2,475		600		
2	Generator (2)	\$	5,200		2000		
3							
4							
5							
6							
	1						,
8							
9							
10							
11							
12							
13							
14					-		
15							
16							
17							·
. 18							
19							
20							
	1 . <u></u>			l		J	

Cost Of Ownership Analysis

For:

DOE AL N135DE

8-Jun-00

Aircraft:

Learjet 35/36

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

Lear 35 Future Fleet GOGO

ANNUAL COST S	SUMMARY			Version 40 Software Co	opyright 2000		Annual Operating Cost Budget
DOE AL N135DE		Type of Operation:	Government			\$1,200,000	
Make/Model:	Used	Learjet 35/36	Date:	8-Jun-00		\$1,000,000	
Program Length:	10	Years	Acquisition:	Purchase		\$800,000	
Program Data:			Acquisition Cost + S	ales Tax:	1	\$600,000	
Hrs/Year	325		Purchase Price	\$ 4,325,000		\$600,000	
Cycles/Hour	0.8		State Sales Tax:	\$ -			
Residual Value	110	%	Spares + Tooling:	·		\$400,000	
MX Labor Rate	\$ 61.76		Initial Training:	\$ -		1	
Fuel Cost	\$ 1.50		Trade-in/Other:	\$ -		\$200,000	
	ļ		Total	\$ 4,325,000			
Airframe Status:	ļ 			L	ļ	\$0	
Total Hours	2767		Lease/Finance Payme	7		J 30	
Total Years	9		Finance Cost/Year	\$			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 2
Total Cycles	2212		Final Payment	\$			Year ·
************************	ļ		Lease Cost/Year	\$ -			
Ave Inflation:	2.50%	/Year		<u> </u>			
	<u> </u>		Insured Value:	\$ -		.	
Life Cycle Cost Tota	d:	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	f	Annual Maintanana Cook
Total Acquisition +	Salas Tay	\$ -					Annual Maintenance Cost
Total Acquisition +	Sales Tax			ļ		1	
Total Direct Cost		\$ 3,750,135	\$ 375,013	\$ 1,154	\$ 2.70	\$400,000 ₁	
Total Direct Cost		3,730,133	373,013	1,134	1		
Total Fixed Cost		\$ 3,557,144	\$ 355,714			\$350,000	
Total Fixed Cost		3,337,144	333,714		 	·	A = A
Residual Value	 	\$ -		 		\$300,000	
ricaldual Value	 				<u> </u>		
Total Finance/Lease	Cost	\$ -	\$ -	1		\$250,000	
Total I Munico/Lease			<u> </u>		<u> </u>		
Ops + Admin Overh	L	\$ 1,421,104	\$ 142,110			\$200,000	
Opo i ridilili Oveli		,					
Total Cost:		\$ 8,728,383	\$ 872,838	\$ 2,686	\$ 6.27	\$150,000	
Annual Budget:	Year 1	\$ 755,452	 	\$			
(No Depreciation)	Year 2	\$ 768,277		\$ -		\$100,000	A CAMPAGE AND A
	Year 3	\$ 1,026,822	·	\$ -			
	Year 4		Year 14	\$ -		\$50,000	
	Year 5	\$ 832,182		\$ -			
	Year 6	\$ 851,478		\$ -		\$0	
	Year 7	\$ 889,484		\$ -			1 2 3 4 5 .6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$ 897,299		\$ -			
	Year 9	\$ 924,601	Year 19	\$ -			

1			
20-Jul-00			
	Type of Analysis:	Total Cost	
Leariet 35/36	, , p =		
	Acquisition Method:	Purchase	
Used		7 4,5,140	
	Depreciation Method:	Straightline	
		00 0.g. (1.11.10	
-		10	
22.12			
-		110%	
10			
			
0.0			
			
\$ 4,325,000			
\$ -	Insured Value	\$ -	
\$ -			
\$ -	Resale Value	110.0%	
\$ -			
\$ 4,325,000	Brokerage Fee:	\$ -	
	· ·		
\$ 1.50	Fuel Consumption (Gallon/Fit Hr)	185	
\$ 61.76	Other	\$ 1.37	
<u> </u>	Hangar Cost (\$/Vear):	\$ _	
			-
	THE TENED CONTROL (WITT.).		
\$ 124 304	Crew Eypenses (\$/Fit Hr):	7	-
			
		\$	
		0.00%	
		., .,	
\$ 63,752 \$ 64.641	Computer Maint Mgmt System (\$/Y		
	\$ 4,325,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	Learjet 35/36	Learjet 35/36

^{*} The data shown is based on user input

Maintenance	Cost	Data
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Learjet 35/36

Database Date:

Labor MH/FH			Parts \$/FH	T		
Airframe:	2.30	MH/FH	Airframe:	\$	117.09	/FH
Engine:	0.00		Engine:	\$	•	
Avionics:	0.00		Avionics:	\$	-	

Guaranteed Maintena	nce Plans				
Engine:	Yes	Avionics:	No	APU:	No

nspections			Ins	spection Cost	Inspection Cycle	Frequency		
		Name:	To	al (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1	3000 Cycle	\$	2,700			3000	
	2	6000 Cycle	\$	17,750			6000	12
	3	12 Yr/7200 Hr	\$	102,000		7200		12
	4	12000 Hour	\$	94,200		12000		12
	5							
	6							
	7							
	8				i			
, , , , , , , , , , , , , , , , , , , ,	9							
	10							
	11							
	12							
One Time	1							
	2							

Component Overhaul	L_	Over	haul Cost	Prem Removals	Frequency		
	Name:	(Cu	rrent \$)	/1000 HR	Hours	Cycles	Years
	Stab Actuator	\$	2,475		600		
2	Generator (2)	\$	5,200	1	2000		
3							
4							
5							
6							
7							
8		-					
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19							
20						-	

Life Limited Parts		
	Parts Cost Prem Removals Frequency	
	Parts Cost Prem Removals Frequency	

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	NG Gear Strut Actuator	\$ 28,600			20000	
	MG Gear Strut Actuator	\$ 63,800			9000	
3	Control Syst Cables	\$ 6,600		2400		
4	Spoiler Ass'y	\$ 11,000		3600		
5	Generator Bearing (2)	\$ 4,200		1000		
6	Windshield (2)	\$ 77,000	0.14			
7	20000 Hr Items	\$ 330,000		20000		
8						
9						
10						
11						
12						
13						
14	W. W. T. COMMON M. T. COMMON M. C. COMMON M. M. C. C. C. C. C. C. C. C. C. C. C. C. C.					
15						
16						
17						
18						***************************************
19					<u> </u>	
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24					ļ	
25						
26				ļ		
27						
28				ļ		
29				ļ		
30				<u> </u>		

Engine Restoral/H	leav	y Maintenance	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	MPI	\$ 62,188		1400		
	2	CZI	\$ 194,583		4200		1
* 1	3	S/B Allowance	\$ 60,000		4200		
,	4						
	5		 				
Replacement	1						1
	2		 				
,	3						† · · · · · · · · · · · · · · · · · · ·
	4						1
	5						
	6		 				
	7		 	T			<u> </u>
	8						†
	9						†
	10		 *	 			

Maintenance Cost Data

Learjet 35/36

Database Date:

FINANCIAL ANALYSIS (Page 1)

20-Jul-00

DOE AL N135DE

Government

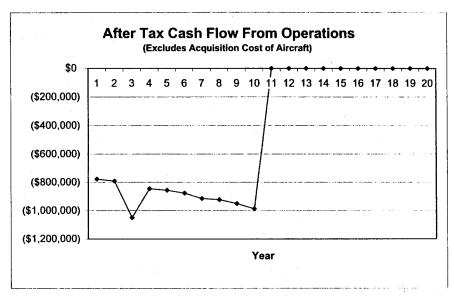
							GO	vernment														
Make/Model:		Used	Lea	arjet 35/36			Acc	ąuisition:	Pur	rchase				325	Hou	rs/Year						
Year	1	0	T	1		2		3	-	4	Π	5		6	Τ	7		8		9	_	10
Revenue:	T																					
Sales (Flt Hr)	1		\$	-	\$		\$	-	\$	-	\$	_	\$		\$	-	\$	-	\$	-	\$	
Sales (Month)	Τ		\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	-
Aircraft Sale	1		\$	-	\$	-	\$	_	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-
Total		7 311 32 33 133 13	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Cost Without Tax Impa	ct:																					
Acquisition Cost	\$	(4,325,000)	\$	_	\$	-	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$		\$	-
Principal Repayment	\$		\$		\$		\$	-	\$		\$	_ :	\$	•	\$	-	\$	-	\$	-	\$	-
Final Payment			\$		\$	-	\$	-	\$	-	\$		\$	-	\$		\$_	-	\$	-	\$	-
Total	\$	(4,325,000)	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	÷.	\$	-
Cost With Tax Impact:																						
Sales Tax	<u> </u>		\$	-	\$		\$		\$	<u> </u>	\$		\$		\$		\$	_	\$	-	\$	-
Use Tax (Lease Only)	IJ		\$	-	\$		\$		\$		\$		\$		\$		\$	-	\$	-	\$	
Variable Cost	ļ		\$	(311,100)		(312,816)		(559,974)		(342,912)		(341,701)	\$_	(348,735)		(374,172)		(369,103)	\$	(383,201)		(406,421)
Fixed Cost	<u> </u>		\$	(317,506)		(325,444)		(333,580)		(341,920)		(350,468)		(359,229)		(368,210)		(377,415)		(386,851)		(396,522)
Operations Overhead			\$	(83,752)		(85,846)		(87,992)		(90,192)		(92,447)	\$	(94,758)		(97,127)		(99,555)	\$	(102,044)		(104,595)
Admin Overhead (G&	<u>A)</u>		\$	(64,641)		(66,257)		(67,913)		(69,611)		(71,352)		(73,135)		(74,964)		(76,838)	\$	(78,759)	\$	(80,728)
Depreciation	 		\$	-	\$	<u> </u>	\$_	<u>-</u> .	\$.	\$		\$_		\$	<u> </u>	\$		\$		\$	-
Interest	 		\$		\$		\$	-	\$		\$	-	<u>*</u>	<u>-</u>	\$	<u>-</u>	\$_		<u>\$</u>		\$	
Lease Payments	_		\$	(770,000)	\$	(700 000)	\$	-	\$	- (0.4.4 COE)	\$	(055,000)	\$		\$	(044.470)	\$		\$_		\$	
Total	<u></u>		3	(776,999)	\$	(790,363)	\$	(1,049,460)	\$	(844,635)	\$	(855,966)	\$	(875,857)	\$	(914,472)	\$	(922,911)	\$	(950,854)	\$	(988,266)
Tay Impact	_		1												г					-		
Tax Impact: Income Tax	 		\$		\$		\$		\$	-	\$		\$		-		-					
Capital Gains Tax	†		\$	-	\$		\$		\$	-	\$		\$	-	\$		\$		\$		3	
Total	 		\$		\$		\$		\$	-	\$		<u>\$</u> _		\$		\$		\$		4	
Total	1		Ψ	<u> </u>	4		Ψ		Ψ	-	Ψ		4		Þ		Φ	<u>-</u>	Ð			
After Tax -	ī		ī .				Ī					-			ı							
Total Cash Flow:	\$	(4,325,000)	\$	(776,999)	\$	(790,363)	\$_	(1,049,460)	\$	(844,635)	\$	(855,966)	\$	(875,857)	\$	(914,472)	\$	(922,911)	\$	(950,854)	\$	(988,266)
Operating Cash Flow:			\$	(776,999)	<u>-</u> _	(790.363)	\$	(1,049,460)	S	(844,635)	\$	(855,966)	<u>.</u>	(875,857)	\$	(914,472)	S	(922,911)	\$	(950,854)	\$	(988,266)
															Ī						7	
Present Value of Tota	l Ca	sh Flow	\$	(776,999)	\$	(790,363)	\$	(1,049,460)	\$_	(844,635)	\$	(855,966)	\$	(875,857)	\$	(914,472)	\$	(922,911)	\$.	(950,854)	\$	(988,266)
Net Present Value:	\$	(4,325,000)	\$	(5,101,999)	\$	(5.892.362)	\$	(6,941,822)	\$	(7,786,456)	\$	(8,642,423)	\$	(9,518,280)	\$ (1	0,432,752)	\$ (11.355.663)	Š (12.306.517)	\$ (1	3.294.783)

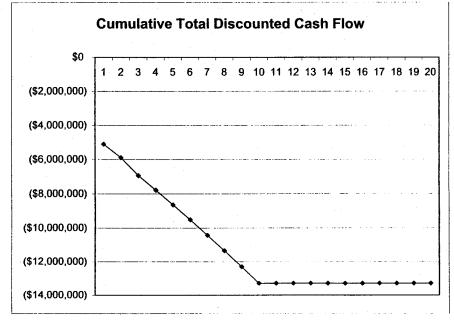
(Page 2) FINANCIAL ANALYSIS

Used Learjet 35/36

														•
1	1	1	2	13		14	15	16	17	18	19	20	Total	Year
														Revenues
\$	-	\$	-	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales (Flt Hr)
\$	-	\$		\$	- \$	-	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	Sales (Month)
\$	-	\$	-	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	S -	\$ -	\$	Aircraft Sale
\$		\$		\$	- \$	-	\$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -	Š -		Total
<u> </u>		L. *	1	*				1.3	· 		· · · · · · · · · · · · · · · · · · ·		1 +	1.0.0.
					.					1				Cost Without Tax Impact:
\$	-	\$	-	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,325,000)	Acquisition Cost
\$	···	\$		\$	- \$	-	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	Principal Repayment
		\$		\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Final Payment
\$ \$				\$	- \$		\$ -	\$ -	\$ -	š -		† * -	\$ (4,325,000)	
<u> </u>		Ψ		Ψ	ΙΨ		Ι Ψ	1.4	1	ΙΨ	1 4		ψ (4,020,000)	Total
			1					T				T		Cost With Tax Impact:
\$		\$	-	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
\$		\$		\$	- \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	Charter Tax
\$		\$		\$	- \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,750,135)	Variable Cost
\$		Š		\$	- Š		\$ -	\$ -	\$ -	\$ -	† 	† š -	\$ (3,557,144)	
\$		Š		\$	- \$	-	š -	\$ -	\$ -	<u> </u>	T =	\$ -	\$ (938,306)	la characteristics can be a constituted as a constitute of the con
\$	- <u>-</u> -	\$		\$	- S		\$ -	\$ -	\$ -	\$ -	\$ -	*	\$ (724,198)	Admin Overhead (G&A)
\$		\$	— -	\$	- \$	<u>-</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (724,190)	
				\$	—+ -		-			<u> </u>	+	\$ -	1	Depreciation
\$		\$				-		\$ -	<u> </u>			3	-	Interest
\$		\$		\$			\$ -	\$ -	\$ - \$ -	\$ -	\$ -	3 -	\$ -	Lease Payments
\$	-	\$		\$	- \$	<u> </u>	\$ -	\$ -	-	\$ -	- \$	- \$	\$ (8,969,783)	Total
				•										
					- 1		1			T	1			I— •
											ļ <u></u>	 		Tax Impact:
\$		\$		\$ -		····	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Income Tax
\$	-	\$		<u> </u>	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Capital Gains Tax
\$		\$	-	\$	- \$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
										,				
														After Tax -
\$	-	\$		\$	- \$		\$ -	\$ -	\$ -	\$ -	\$ -	- \$	\$ (13,294,783)	Total Cash Flow:
										ļ	ļ			
\$	-	\$		\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	\$ (8,969,783)	Operating Cash Flow:
									ļ			<u> </u>	1	
\$		\$	-	\$	- \$		\$ -	\$ -	\$ -	\$ -	\$ -	- \$	\$ (8,969,783)	Present Value:
													1	
\$ (13,29	94,783)	\$ (13,2	94,783)	\$ (13,294,7	783) \$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	Net Present Value

FINANCIAL ANA	ALYS	IS SUMMA	RY		Version 4.0 Software Copyright 2000								
DOE AL N135DE			Туре	e of Operation:	Gove	ernment							
Make/Model:		Used	Lea	rjet 35/36	Acqu	isition:	Pur	chase					
Program Length:		10	Yea	rs	Date		20-	Jul-00					
Financial Informat	ion:			Depreciation:									
Capital Gains Tax		0											
Corp Tax Rate:		0	%	Method:	Straig	ghtline							
Desired ROI:		0	%	Term:		10							
Interest Rate:		0	%	Residual:		110							
Inflation Rate:		2.5	%										
Ops Overhead:		Ö	%	+	\$	83,752.00	ΛYe	ar					
Admin Overhead:		0	%	+	\$	64,641.00	/Ye	ar					
Revenue:	\$		/Flt I	-ir. +	\$		/Mo						
Revenue Hours:	\$		Hrs/										
Flight Hours:		325	Hrs/										
Acquisition Cost:	\$	4,325,000		esidual Value:	\$		<u> </u>						
rioquioidioni occin	<u> </u>	.,020,000		xpenses +	Ta	x Impact +		After Tax					
Year		Revenue		epreciation		preciation		Cash Flow					
Acquisition Cost 0			\$	(4,325,000)		_	\$	(4,325,000					
	\$		\$	(776,999)			\$	(776,999					
1	\$	-		(770,999)		-	\$	(790,363					
3	D		\$	(1,049,460)			\$	(1,049,460					
	\$		\$	(844,635)		- .	\$	(844,635					
4	D		\$ \$			<u> </u>	\$	(855,966					
5	\$ \$			(855,966)		-		(875,857					
6			\$	(875,857)			\$						
7	\$	-	\$	(914,472)		-	\$	(914,472					
8	\$		\$	(922,911)			\$	(922,911					
9	\$		\$	(950,854)		-	\$	(950,854					
10	\$		\$	(988,266)			\$	(988,266					
11	\$		\$	-	\$		\$						
12	\$		\$		\$		\$						
13	\$		\$	-	\$		\$						
14			\$	-	\$	-	\$						
15	\$		\$	-	\$		\$						
16		-	\$_		\$		\$						
17	\$	•	\$	-	\$	<u> </u>	\$						
18	\$	-	\$	-	\$	-	\$	-					
19	\$		\$	-	\$		\$	-					
20		-	\$		\$		\$	-					
Total:	\$	-	\$	(13,294,783)	\$	-	\$	(13,294,783					
Investment:	\$	4,325,000											
Present Value:	Š	(8,969,783)		Net Prese	L		S	(13,294,783					





ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL N135DE

Government

Make/Model:

Used

Learjet 35/36

Acquisition: Purchase

325 Hours/Year

Aircraft Value:

.

Aircraft Value: \$ -			Res	idual Value:	\$	-															
Variable Cost Year		1		2		3	4	Г	5		6		7		8		9		10		Total
Fuel	\$	90,188	\$	92,442	\$	94,753	\$ 97,122	\$	99,550	\$	102,039	\$1	04,590	\$1	07,205	\$1	109,885	\$ 1	12,632	\$1	,010,405
Fuel Additives	\$	-	\$	-	\$	-	\$ -	\$; -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
Maint Labor	S	60,055	\$	61.556	\$	63,095	\$ 64,673	\$	66,289	\$	67,947	\$	69,645	\$	71,387	\$	73,171	\$	75,000	\$	672,819
Parts	\$	45,665	\$	47,587	\$	49,176	\$ 51,225	\$	53,346	\$	55,971	\$	58,695		61,519	\$	64,912	\$	68,435	\$	556,531
Inspections	\$		\$	-	\$	224,781	\$ 2,908	\$; -	\$	-	\$	- '-	\$	-	\$		\$	-	\$	227,689
Engine Restoral	\$		\$	-	\$		\$ -	\$; -	\$	-	\$	•	\$	-	\$	-	\$	-	\$	
Engine Guaranteed Mx Plan	\$	69,804	\$	71,549	\$	73,337	\$ 75,171	\$	77,050	\$	78,976	\$	80,951	\$	82,974	\$	85,049	\$	87,175	\$	782.035
Avionics Guaranteed Mx Plan	\$	-	\$	-	\$	-	\$ -	\$	- :	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Component Overhaul (All)	\$	2,475	\$	-	\$	2,600	\$ 5,600	\$	2,732	\$	-	\$	2,870	\$	-	\$	3,016	\$	9,585	\$	28,878
Life Limited Components (All)	\$	7,704	\$	3,591	\$	15,238	\$ 8,296	\$	3,867	\$	3,964	\$	16,588	\$	4,165	\$	4,269	\$	9,621	\$	77,301
Other Services								Г			•							-			
Flight Hour Cost	\$	445	\$	456	\$	468	\$ 479	\$	491	\$	504	\$	516	\$	529	\$	542	\$	556	\$	4,988
Fixed Cost	\$	-	\$	-	\$	-	\$ -	\$; -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Landing/Parking Fees	\$	2,350	\$	2,408	\$	2,469	\$ 2,530	\$	2,594	\$	2,659	\$	2,725	\$	2,793	\$	2,863	\$	2,935	\$	26,325
Crew Expenses	\$	32,416	\$	33,226	\$	34,057	\$ 34,908	\$	35,781	\$	36,675	\$	37,592	\$	38,532	\$	39,495	\$	40,483	\$	363,163
Small Supplies	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
										Г											
Total Variable Cost	\$	311,100	\$	312,816	\$	559,974	\$342,912	\$	341,701	\$	348,735	\$3	374,172	\$3	69,103	\$3	383,201	\$4	106,421	\$3	3,750,135
Fixed Cost Year		1		2		3	4		5	Г	6		7		8		9		10		Total
Salaries								Г													
Pilot/Flight Crew	\$	124,394	\$	127,504	\$	130,691	\$ 133,959	\$	137,308	\$	140,740	\$1	144,259	\$1	47,865	\$1	151,562	\$1	55,351	\$1	,393,633
Maintenance Technicians	\$	41,227	\$	42,258	\$	43,314	\$ 44,397	\$	45,507	\$	46,645	\$	47,811	\$	49,006	\$	50,231	\$	51,487	\$	461,882
Other	\$	-	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Benefits	\$	49,686	\$	50,928	\$	52,202	\$ 53,507	\$	54,844	\$	56,215	\$	57,621	\$	59,061	\$	60,538	\$	62,051	\$	556,655
Hangar	\$	-	\$	-	\$	-	\$ -	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Insurance																					
Hull	\$	-	\$	-	\$	-	\$ -	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Liability	\$	1,230	\$	1,261	\$	1,292	\$ 1,325	\$	1,358	63	1,392	\$	1,426	\$	1,462	\$	1,499	\$	1,536	\$	13,780
Miscellaneous							·														
Training Pilot/Maint	\$	95,406	\$	97,791	\$	100,236	\$102,742	\$	105,310	\$	107,943	\$1	10,642	\$1	13,408	\$1	16,243	\$1	19,149	\$1	,068,870
Management Fee	\$	-	\$	-	\$		\$ -	\$	•	\$	-	\$	- 1	\$		\$	-	\$		\$	-
Brokerage Fee	\$	-	\$	-	\$	-	\$ -	\$		49	-	\$	-	\$	-	\$	-	\$	-	\$	-
New Int/Paint/Avionics	\$	- 1	\$	-	\$		\$ -	\$		\$		\$	-	\$	-	\$	-	\$	- [\$3	
Modernization	\$	- 1	\$		\$		\$ -	\$		\$		\$		\$		\$	-	\$		\$	
Nav/Weather Services	\$	5,563	\$	5,702	\$	5,845	\$ 5,991	\$	6,141	\$	6,294	\$	6,451	\$	6,613	\$	6,778	\$	6,947	\$	62,324
Comp Maint Service	\$		\$		\$	-	\$ -	\$		\$	-	\$	-	\$		49	-	\$		\$	-
Refurbishing	\$	-	\$	•	\$	-	\$ -	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	
Other	\$	_	\$	-	\$	-	\$ -	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	
Total Fixed Cost	\$	317,506	\$	325,444	\$:	333,580	\$341,920	\$	350,468	\$	359,229	\$3	68,210	\$3	77,415	\$3	386,851	\$3	96,522	\$3	,557,144
								_													
Finance/Lease Cost	\$		\$	-	\$	-	\$ -	\$		\$	-	\$		\$		\$	-	\$	-	\$	-
Aircraft Cash Payment/Resale	\$		\$		\$	-	\$ -	\$		\$		\$	-	\$		\$	-	\$	-	\$	-
Final Payment/Loan Payoff	\$	-	\$	-	\$		\$ -	\$		\$		\$	-	\$		\$		\$	-	\$	-
Operations Overhead	\$	83,752	\$	85,846	\$	87,992	\$ 90,192		92,447	\$		\$	97,127	\$	99,555	\$1	02,044	\$ 1	04,595	\$	938,306
Administrative Overhead (G&A)	\$	64,641	\$	66,257	\$	67,913	\$ 69,611	\$	71,352	\$	73,135	\$	74,964	\$	76,838	\$	78,759	\$	80,728	\$	724,198
								Ĺ													
Total Annual Cost	S	776,999	\$	790,363	#	#######	\$844,635	\$	855,966	\$	875.857	\$ 9	14.472	\$9	22.911	\$9	50.854	\$9	88.266	SE	.969.783

Cost Of Ownership Analysis

For:

DOE AL N135DE

20-Jul-00

Aircraft:

Learjet 35/36

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

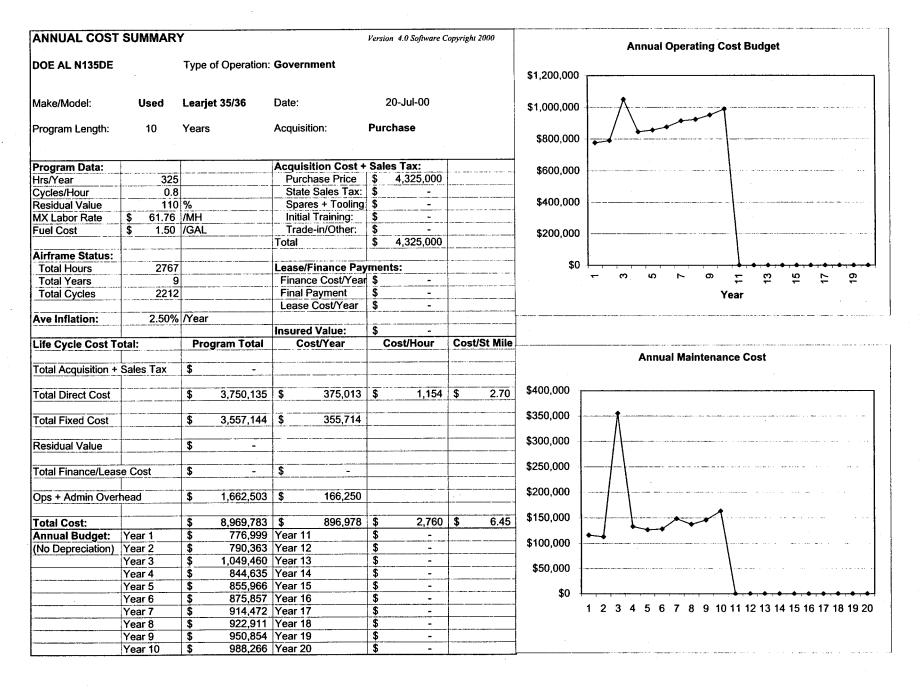
Type of operation:

Government

Base of operation:

Notes:

Lear 35 Future Fleet GOCO



Life Limited Parts		L	Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	NG Gear Strut Actuator	\$	28,600			20000	
2	MG Gear Strut Actuator	\$	63,800			9000	
3	Control Syst Cables	\$	6,600		2400		
4	Spoiler Ass'y	\$	11,000		3600		
5	Generator Bearing (2)	\$	4,200		1000		
6	Windshield (2)	\$	77,000	0.14			
7	20000 Hr Items	\$	330,000		20000		
8							
9			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
10							
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13							<u></u>
14				`		<u> </u>	
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30							1

gine Restoral/He	avy N	flaintenance	1	Total Cost	Prem Removals	Frequency	l .	
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	MPI	\$	62,188		1400		
	2	CZI	\$	194,583		4200		
	3	S/B Allowance	\$	60,000		4200		
	4							
	5							
Replacement	1							
	2							
	3							
	4							
	5							T
	6	, , , , , , , , , , , , , , , , , , , ,						
	7							
	8							
	9							
	10							

Maintenance Cost Data

Learjet 35/36

Database Date:

•			
		4.1 4.1	

ANNUAL COST

(Page 1)

Total Annual Cost \$

7-Jun-00

(Page 2)

DOE AL N135DE

Government

Make/Model:

Learjet 35/36 Used

Acquisition: Purchase

317.25 Hours/Year

Aircraft Value: \$ -			Res	sidual Value:	\$	-																
Variable Cost Yea	r[1	Τ	2	Τ	3	Т	4	T	5	Τ	6	Т	7	Γ	8	Т	9	T	10		Total
Fuel	\$	74,786	\$	76,668	\$	78,576	\$	80.539	\$	82,553	\$	84.616	\$	86,732	\$	88.900	Ś	91,123	\$	93,401	ŝ	837,882
Fuel Additives	\$		\$		Š		\$	-	s		ŝ		Š		Š		1 4	91/129	Ť	33,401	¥	037,002
Maint Labor	\$	73,408	\$	75,244	s	77,125	Ś	79,053	Ś	81,030	Š	83,056	\$	85,132	¥.	87,260	-	89.442	7	91,678	-	B22,429
Parts	Ś	100,603		103,119	Ś	105,697	ŝ	108,340	ŝ	111,048	Š	113,824	\$	116,670	ŝ	119,587	<u>۲</u>	122,576	\$	125,641		1,127,108
Inspections	Ś		ŝ		Š	224,781	+ ×	2,908	+ ×	111,040	ě	113,024	4	110,070	1 2	119,067	-3	122,676	3	120,041	\$	· · · · · · · · · · · · · · · · · · ·
Engine Restoral	\$		4		4			2,300	1.4		1		1	<u>-</u>	- 3		3	·		· · · · ·	. \$	227,689
Engine Guaranteed Mx Plan		68,139	1	69,829	1	71,576	4	73,365	10	75,199	- 3	77,079	3	79,006			- 3	00.005	- \$. Ş	
Avionics Guaranteed Mx Plan	\$		· ·	- 03,023	ž	71,070		73,300	1 4	70,199	13	77,079	13.	79,006	13	80,981	- 3	83,005	\$	85,080	<u>ş</u> .	763,257
Component Overhaul (All)	† .	8,272	+ ž		Ś	2,600	- 4	5,600	1	2,732	\$	<u>-</u>	\$		3	·	+ *		- \$. \$	
Life Limited Components (All)	ž.	25,750		3.505	- 3	15,150	- 3	8.206	1 3	3,775	\$	3.869	1	2,870	3	0.050	\$	3,016	\$	····- 	\$	25,169
Other Services	·	20,700		3,000	-	10,100	-3	0,200		3,776	-3	3,869	1	11,620	\$	9,058	Ş	4,167	\$	4,271	Ş.	89,302
Flight Hour Cost		435	-	445	-	457			+-	400	-						ļ.,		-			
Fixed Cost	1 7	435	+ 3	445	- ×	457	*	468	1 3	480	\$	492	1 5	504	\$	517	\$	630	\$	543	\$	4,869
Landing/Parking Fees	4	1 015	1-3	2 251	*	2 4 5 2	1 \$		+ \$		\$		\$		\$		\$		\$	· · · · · · · · · · · · · · · · · · ·	\$	
		1,815	4	2,351	\$	2,410	-\$	2,470	↓ \$	2,632	\$	2,595	\$	2,660	\$	2,727	\$	2,795	\$	2,865	\$	25,219
Crew Expenses		24,440		32,434	\$	33,244	\$	34,076	1.5	34,927	. \$	35,801	\$	36,696	\$	37,613	\$	38,553	\$	39,517	\$	347,301
Small Supplies	\$		\$:_	\$		\$		\$		\$	·	\$		\$		\$	· · · · · · · · · · · · · · · · · · ·	\$		\$	
	l		+		ļ		ļ.,		ļ.,		ļ.,		L.				ļ.,					
Total Variable Cost	\$	377,650	\$	363,587	\$	611,615	\$	395,023	\$	394,275	\$	401,332	\$	421,889	\$	426,641	\$	435,206	\$	442,995	\$	4,270,212
Fixed Cost Year	I	1		2		3		4	Т	5	П	6	Π	7	Г	8		9	1	10		Total
Salaries			1				Γ.				_			,								1271
Pilot/Flight Crew	\$	103,972	\$	106,671	\$	109,236	\$	111,966	\$	114,766	\$	117,635	\$	120,576	ŝ	123,590	ŝ	126,680	ŝ	129,847	\$	1,164,838
Maintenance Technicians	\$	42,903	\$	43,976	\$	45,075	\$	46,202	\$	47,357	\$	48,541	\$	49,764	s	50,998	Š	52,273	Š	53,580	ě	480,659
Other	\$	-	\$	-	\$	-	\$	-	\$		\$		Ś		Ś		Š		4	30,000	ě	
Benefits	\$	32,623	\$	37,321	\$	38,254	\$	39,210	\$	40,190	\$	41,195	ŝ	42,225	\$	43,280	4	44,362	ě	45,471	· -	404,131
Hangar	\$	-	\$	·	Ś		Ś		Ś	-	Ś		ŝ	12,220	Ś	40,200	÷		· ·	70,77	ž	404,131
Insurance	T		1				†		Ť				- <u>`</u> -		. I.		¥		- -		*	
Hull	\$		Ś		Ś		Ś		\$		ŝ		Ś		-							
Liability	\$	1,230	ŝ	1,261	Ś	1,292	\$	1,325	Ś	1,358	Ś	1,392	ě-	1,426	\$	1,462	\$	1,499	\$	1,536	Š	13,780
Miscellaneous			<u> </u>				Ť	7,920	 -	,,,,,,,,		1,002		1,420	<u>*</u>	1,402	. ?	1,400		1,030	·	13,780
Training Pilot/Maint	\$	95,406	Š	97,791	\$	100.236	\$	102,742	\$	105,310	\$	107,943	\$	110,642	\$	113,408	ŝ	116,243	\$	-110 140	\$	1 000 070
Management Fee	\$	30,700	8		<u>.</u>	100,230	\$	102,742	Ś	100,510	ŝ	107,343	Š	110,642	Š	113,408	. 7	110,243	3	119,149	. ¥	1,068,870
Brokerage Fee	ŝ		Š		\$		\$		\$		\$		\$	<u>-</u> -			7				. <u>\$</u>	
New Int/Paint/Avionics	\$		Š		- - -		\$		\$		\$		·		\$		ž		\$		\$	
Modernization	\$		\$. <u>*</u> .		\$	<u>.</u>	3		\$		\$. \$.		Ş.		- \$	· · · · · · · · · · · · · · · · · · ·	\$	
Nav/Weather Services	\$	5,563	- v -	5,702	\$	5,845	ŝ	5,991	\$	6 141	\$	6 204			\$_		<u>ş</u> .		Ş		\$	
Comp Maint Service	Ś	0,003	\$	6,702	-	0,040	\$	0,881	\$	6,141	\$	6,294	\$	6,451	\$	6,613	\$	6,778	ş	6,947	Ş	62,324
Refurbishing	\$		\$		\$ \$		Ś		\$	•			\$		\$		\$		\$		ş	
Other	\$		 						<u> </u>		\$		\$		\$		\$		\$		\$	
Ould	3		\$_		\$	<u></u>	\$		\$		\$		\$. \$.		\$		\$		\$	
Total Fixed Cost	\$	281,697	\$	292,621	\$	299,937	\$	307,435	\$	315,121	\$	322,999	\$	331,074	\$	339,351	\$	347,835	\$	356,531	\$:	3,194,602
Finance / Lean Cont	\$				_		_		_		_				_							
Finance/Lease Cost	\$		\$		\$	<u>-</u>	\$:	\$		\$		\$		\$		\$		\$	•]	\$.	
Aircraft Cash Payment/Resale			\$		\$		\$		\$		\$		\$_		\$		\$		\$		\$	
Final Payment/Loan Payoff	\$		\$		\$		\$		\$		\$_		\$_		\$		\$		\$		\$	
Operations Overhead	\$	65,935	\$	65,621	\$	91,166	\$	70,246	\$		\$	72,433	\$	75,296	\$	76,599	\$	78,304	\$	79,953	\$	746,481
Administrative Overhead (G&A)	\$	65,935	\$	65,621	\$	91,155	\$	70,246	\$	70,940	\$	72,433	\$	75,296	\$	76,599	\$	78,304	\$	79,963	\$	746,481
								I														

787,450 \$1,093,862 \$ 842,951 \$ 851,275 \$ 869,197 \$ 903,556 \$ 919,191 \$ 939,649

Maintenance Cos	ŧŧ	E	ata
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Learjet 35/36

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	2.30	MH/FH	Airframe:	\$ 117.09	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenance					
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	3000 Cycle	\$ 2,700			3000	
2	6000 Cycle	\$ 17,750			6000	12
3	12 Yr/7200 Hr	\$ 102,000		7200		12
4	12000 Hour	\$ 94,200		12000		12
5						
6						
7						
В						· ·
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul	L	Ove	rhaul Cost	Prem Removals	Frequency		
	Name:	(Cı	arrent \$}	/1000 HR	Hours	Cycles	Years
1	Stab Actuator	\$	2,475		600		
2	Generator (2)	\$	5,200		2000		
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							**

Cost Of Ownership Analysis

For:

DOE AL N135DE

7-Jun-00

Aircraft:

Learjet 35/36

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

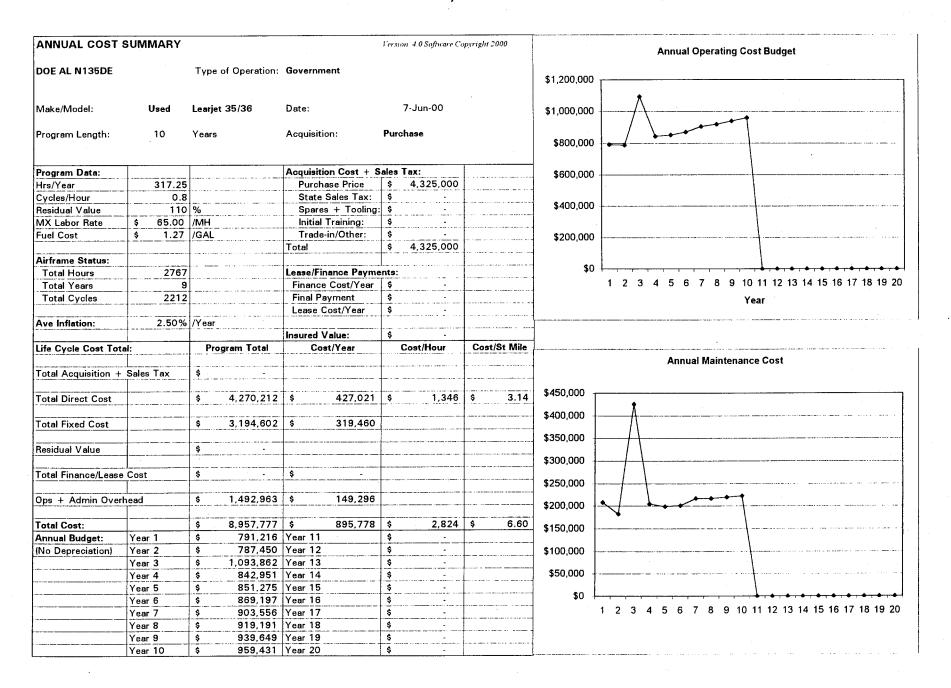
Base of operation:

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Notes:

Lear 35 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%



Life Limited Parts			Parts Cost	Prem Removals	Frequency		
	Name:	- (Current \$)	/1000 HR	Hours	Cycles	Years
•	NG Gear Strut Actuator	\$	28,600			20000	
	MG Gear Strut Actuator	\$	63,800			9000	
3	Control Syst Cables	\$	6,600		2400	I	
4	Spoiler Ass'y	\$	11,000		3600		
Ę	Generator Bearing (2)	\$	4,200		1000		
(Windshield (2)	\$	77,000	0.14			
	7 20000 Hr Items	\$	330,000		20000		
	3						
9							
10							
11							
12	2						
13	3						
14							
15	5						
16							
17	7						
18	3						
19							
20							
21							
22							
. 23							
24							
25							
26							
27						310 10	
28							
29							
30							

ngine Restoral/Hea	avy N	/laintenance	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	MPI	\$ 62,188		1400		
	2	CZI	\$ 194,583		4200		
	3	S/B Allowance	\$ 60,000		4200		
	4						
	5		 				
Replacement	1						
	2						
	3						
	4						.,,,,
	5						
	6						
	7						
	8						
	9						
	10						

Maintenance Cost Data

Learjet 35/36

Database Date:

	•

ANNUAL COST

Page 11

7-Jun-00 ·

Government

Make/Model:

Used Lea

\$

Total Annual Cost \$

239,529 \$

70,030

968,906 \$

Learjet 35/36

Acquisition: Purchase

e

317.25 Hours/Year

(Page 2)

Aircraft Value:

Finance/Lease Cost
Aircraft Cash Payment/Resale
Final Payment/Loan Payoff

Operations Overhead

Administrative Overhead (G&A)

\$

Residual Value: \$

Variable Cost	Year	1	2	3	4	- 5	6	7	8	9	10	Total
uel	\$	74,786	\$ 76,658	\$ 78,575	\$ 80,539	\$ 82,553	\$ 84,616	\$ 86,732	\$ 88,900	\$ 91,123	\$ 93,401	\$ 837,882
uel Additives	\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maint Labor	\$	73,408	\$ 75,244	\$ 77,125	\$ 79,053	\$ 81,030	\$ 83,056	\$ 85,132	\$ 87,260	\$ 89,442	\$ 91,678	\$ 822,429
Parts	\$	100,603	\$ 103,119	\$ 105,697	\$ 108,340	\$ 111,048	\$ 113,824	\$ 116,670	\$ 119,687	\$ 122,676	\$ 125,641	\$ 1,127,108
nspections	\$	-	\$ -	\$ 224,781	\$ 2,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227,689
ngine Restoral	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ngine Guaranteed Mx Plan	\$	68,139	\$ 69,829	\$ 71,675	\$ 73,365	\$ 75,199	\$ 77,079	\$ 79,006	\$ 80,981	\$ 83,005	\$ 85,080	\$ 763,257
vionics Guaranteed Mx Plan	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
omponent Overhaul (All)	\$	8,272	\$ -	\$ 2,600	\$ 5,600	\$ 2,732	\$ -	\$ 2,870	\$ -	\$ 3,016	\$ -	\$ 25,169
ife Limited Components (All)	\$	25,760	\$ 3,508	\$ 15,150	\$ 8,206	\$ 3,776	\$ 3,869	\$ 11,620	\$ 9,058	\$ 4,167	\$ 4,271	\$ 89,302
ther Services												
Flight Hour Cost	\$	435	\$ 445	\$ 457	\$ 468	\$ 480	\$ 492	\$ 504	\$ 517	\$ 530	\$ 543	\$ 4,869
Fixed Cost	\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
anding/Parking Fees	\$	1,815	\$ 2,351	\$ 2,410	\$ 2,470	\$ 2,532	\$ 2,595	\$ 2,660	\$ 2,727	\$ 2,795	\$ 2,865	\$ 25,219
rew Expenses	\$	24,440	\$ 32,434	\$ 33,244	\$ 34,076	\$ 34,927	\$ 35,801	\$ 36,696	\$ 37,613	\$ 38,663	\$ 39,617	\$ 347,301
small Supplies	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Variable	Cost \$	377,650	\$ 363,587	\$ 611,615	\$ 395,023	\$ 394,275	\$ 401,332	\$ 421,889	\$ 426,641	\$ 435,206	\$ 442,995	\$ 4,270,21.
							,					
ixed Cost	Year	1	2	3	4	5	6	7	8	9	10	Total
alaries												
Pilot/Flight Crew	\$	103,972	\$ 106,571	\$ 109,236		\$ 114,766	\$ 117,635	\$ 120,576	\$ 123,590	\$ 126,680	\$ 129,847	\$ 1,164,838
Maintenance Technicians	\$	42,903	\$ 43,976	\$ 45,075	\$ 46,202	\$ 47,357	\$ 48,541	\$ 49,754	\$ 50,998	\$ 52,273	\$ 53,580	\$ 480,659
Other	\$		\$	- \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
enefits	\$	32,623	\$ 37,321	\$ 38,254	\$ 39,210	\$ 40,190	\$ 41,195	\$ 42,225	\$ 43,280	\$ 44,362	\$ 45,471	\$ 404,13
langar	\$	-	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
surance												
Hull	\$	<u>-</u>	\$	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$	\$ -	\$
Liability	\$	1,230	\$ 1,261	\$ 1,292	\$ 1,325	\$ 1,358	\$ 1,392	\$ 1,426	\$ 1,462	\$ 1,499	\$ 1,636	\$ 13,780
liscellaneous						İ					<u> </u>	
Training Pilot/Maint	\$	95,406	\$ 97,791	\$ 100,236	\$ 102,742	\$ 105,310	\$ 107,943	\$ 110,642	\$ 113,408	\$ 116,243	\$ 119,149	\$ 1,068,876
Management Fee	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Brokerage Fee	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
New Int/Paint/Avionics	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Modernization	\$	- '	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Nav/Weather Services	\$	5,563	\$ 5,702	\$ 5,845	\$ 5,991	\$ 6,141	\$ 6,294	\$ 6,451	\$ 6,613	\$ 6,778	\$ 6,947	\$ 62,324
Comp Maint Service	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Refurbishing	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Other	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
- Cirio				1							1	

245,517 \$ 251,665 \$ 257,947 \$ 264,395 \$ 271,005 \$ 277,780 \$.71,781 \$ 73,575 \$ 75,415 \$ 77,300 \$ 79,233 \$ 81,213 \$

973,506 \$1,236,782 \$1,035,820 \$1,051,091 \$1,074,568 \$1,111,957 \$1,133,961 \$1,160,208 \$1,186,122 \$10,932,922

\$ 284,725 \$ 291,843 \$ 83,244 \$ 85,326

\$ 299,139 \$ 2,683,535 \$ 87,458 \$ 784,673

Maintenance Cost Data

Learjet 35/36

Database Date:

Labor MH/FH			Parts \$/FH	T		
Airframe:	2.30	MH/FH	Airframe:	\$	117.09	/FH
Engine:	0.00		Engine:	\$	-	
Avionics:	0.00	-	Avionics:	\$	-	

Guaranteed Maintenance					
Engine:	Yes	Avionics:	No	APU:	No

napactions		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)		Hours	Cycles	Years
Recurring 1	3000 Cycle	\$ 2,700			3000	
2	6000 Cycle	\$ 17,750			6000	12
3	12 Yr/7200 Hr	\$ 102,000		7200		12
4	1 2000 Hour	\$ 94,200		12000		12
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Ove	rhaul Cost	Prem Removals	Frequency		
	Name:	(Ct	urrent \$)	/1000 HR	Hours	Cycles	Years
1	Stab Actuator	\$	2,475		600	1	
2	Generator (2)	\$	5,200		2000		
3							
4							
5							
6		T					
7		1					
8							
9							
10							
11							
12							
13			-				
14							
15							
16							
17							
18							
19							
20							

Cost Of Ownership Analysis

For:

DOE AL N135DE

7-Jun-00

Aircraft:

Learjet 35/36

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

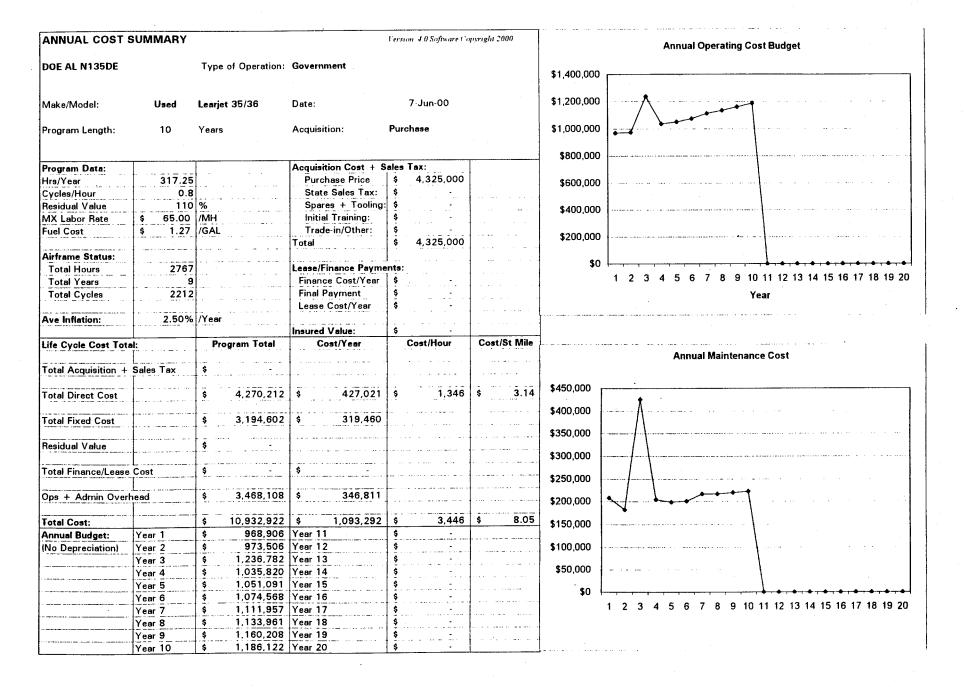
Government

Base of operation:

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Notes:

Lear 35 Present Fleet - Costs Normalized



Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						I
4						
5						
6					***************************************	
7						1
8						
9						
10						1
11						
12	***************************************					
13					····	†
14		· · · · · · · · · · · · · · · · · · ·				
15						
16						
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18						†
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26						f
27						
28						ļ
29						
30						
30		<u> </u>				<u> </u>

Engine Restoral/Heavy M	aintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						l
3						
4						
5						
Replacement 1					*************************	
2						
3						
4						l
5		,				
6						l
7						
8	· · · · · · · · · · · · · · · · · · ·					
9						
10		}	1			1

Maintenance Cost Data

Database Date:

~ <i>J</i>		
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•		
	•	

ANNUAL COST (Page 1) 8-Jun-00 (Page 2) DOE AL N148DE Government Make/Model: Used Acquisition: Purchase 255 Hours/Year Aircraft Value: Residual Value: \$ Variable Cost Year Total Fuel 30,600 31,365 32,149 \$ 32,953 \$ 33,777 34,621 35,487 \$ 36,374 \$ 37,283 \$ 38,216 342,823 Fuel Additives Maint Labor \$ 31,954 32,753 33.572 \$ 34,411 \$ 35,271 \$ 36,153 37,057 37,983 \$ 38,933 \$ 39,906 357,993 Parts \$ 13,224 13,566 \$ 13,893 \$ 14,241 \$ 14,597 \$ 14,962 16,336 \$ 15,719 \$ 16,112 16,515 148,154 Inspections Engine Restoral Engine Guaranteed Mx Plan 25,138 26,766 \$ 27,071 26,411 27,748 \$ 28,441 29,152 29,881 \$ 30,628 \$ 31,394 281,629 Avionics Guaranteed Mx Plan Component Overhaul (All) Life Limited Components (All) Other Services Flight Hour Cost Fixed Cost Landing/Parking Fees 1,844 1,890 1,937 \$ 1,986 2,035 2,086 2,138 \$ 2,192 \$ 2,246 2,302 20.656 Crew Expenses \$ 25,434 26,070 \$ 26,721 \$ 27,389 \$ 28,074 \$ 28,776 \$ 29,495 \$ 30,233 \$ 30,988 \$ 31,763 284,943 Small Supplies Total Variable Cost \$128,193 \$ 134,683 \$ 138,060 131,398 \$141,501 \$ 145,039 \$148,665 \$152,381 \$156,191 \$160,096 \$1,436,198 Fixed Cost Year 2 10 Total Salaries Pilot/Flight Crew \$124,394 127,504 \$ 130,691 \$133,969 \$137,308 \$ 140,740 \$144,259 \$147,865 \$151,562 \$155,361 \$1,393,633 Maintenance Technicians \$ 32,347 33,156 \$ 33,985 \$ 34,834 \$ 35,706 \$ 36,598 \$ 37,513 \$ 38,450 \$ 39,412 \$ 40,397 \$ 362,396 Other Benefits \$ 47,022 48,198 49,403 50,638 \$ 51,904 53,201 \$ 54,531 \$ 65,896 \$ 67,292 \$ 58,724 526,809 Hangar Insurance Hull Liability 800 820 841 862 883 905 928 951 999 8,963 Miscellaneous Training Pilot/Maint 33 33 34 36 36 37 38 41 364 Management Fee Brokerage Fee New Int/Paint/Avionics Modernization Nav/Weather Services 1,057 1,083 \$ 1,138 1,167 1,196 1,226 1,256 1,288 1,320 11,842 Comp Maint Service Total Fixed Cost \$ 205,653 \$ 210,794 | \$ 216,064 | \$ 221,466 | \$ 227,002 \$ 232,677 \$ 238,494 Finance/Lease Cost Aircraft Cash Payment/Resale Final Payment/Loan Payoff Operations Overhead \$ 65,714 67,357 \$ 69,041 \$ 72,536 \$ 70,767 74,349 \$ 76,208 \$ 78,113 \$ 80,066 \$ 82,068 \$ 736,219 Administrative Overhead (G&A) \$ 36,172 37,076 \$ 38,003 \$ 38,953 \$ 39,927 \$ 40,925 \$ 41,948 \$ 42,997 | \$ 44,072 | \$ 45,174 | \$ 405,249

Total Annual Cost \$435,732 \$

446,625 \$ 457,791 \$ 469,236 \$ 480,967 \$ 492,991 \$ 505,316 \$ 517,948 \$ 530,897 \$ 544,170 \$ 4,881,673

M	aint	en	ance	Cost	Data

Database Date:

Labor MH/FH			Parte \$/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ _	

Guaranteed Maintenance	Plane				
Engine:	Yes	Avionics:	No	APU:	No

Inepections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7						
8		, , , , , , , , , , , , , , , , , , , ,				
9						
10						
11						
12						
One Time 1						
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2			1			
3						
4						
. 5						
6			1			
7						1
8						
9						
10						
11						1
12						
13						
14						
15						
16						1
17					-	
18						
19						
20						

Cost Of Ownership Analysis

For:

DOE AL N148DE

8-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

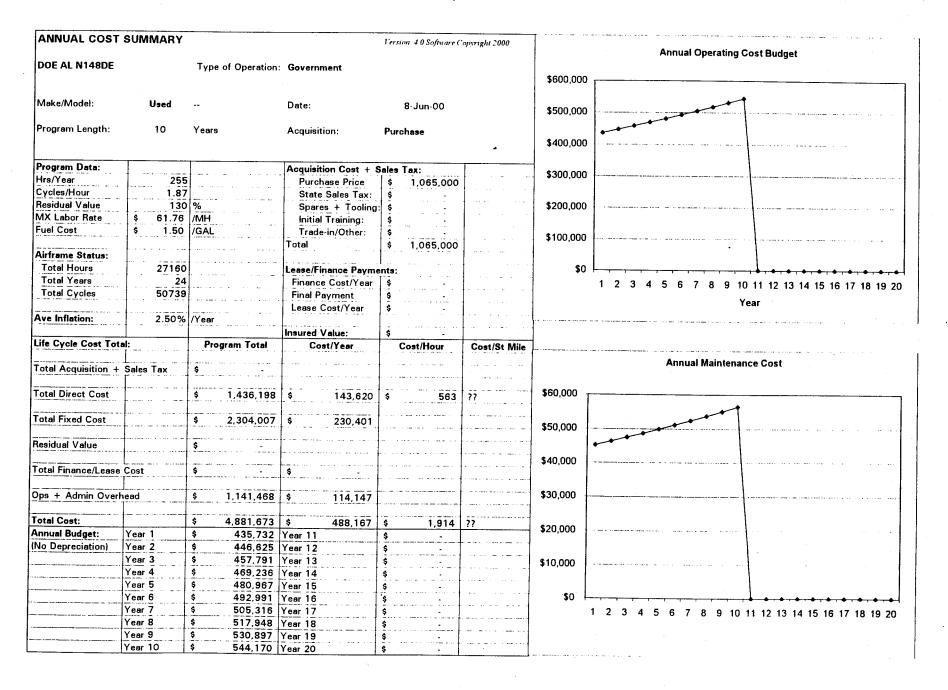
Government

Base of operation:

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Notes:

Dash 6 Future Fleet GOGO



Notes: Dash 6 Future Fleet GOCO

Customer:	DOE AL N148DE	Type of Operation:	Government	
Date of Analysis:	20-Jul-00			
Jate of Analysis:	20-301-00	Type of Analysis:	Total Cost	
Aircraft:		Type of Analysis.	Total Cost	
Aircrait:		Acquisition Method:	Purchase	
Aircraft Status:	Used	Acquisition metriod.	1 di di da	
Total Time	27160	Depreciation Method:	Straightline	
Total Years	24	If Straightline;		
Total Cycles	50739	Term (Years)	10	
Total Cyclos	50.00	Residual Value (%)	130%	
Base of Operation:		Nostada Valas (19)		
Just or operation.				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	255			
Cycles per Fit Hr (Airframe):	1.87			
Cycles per Fit Hr (Engine):	1.87			
- Juine por i ii ii (milgino).				
Acquisition Cost - Purchase				
Purchase Price	\$ 1,065,000			
State Sales Tax:	\$	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	130.0%	
Trade-in/Other:	\$ -			
Total	\$ 1,065,000	Brokerage Fee:	\$ -	
Variable Cost Input			20	
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Flt Hr)	80	
Maintenance Labor Rate (\$/MI	\$ 61.76	Other	-	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 1,057	
Salaries/Aircraft (\$/Year)			\$ -	
Pilots/Flight Crew:	\$ 124,394	Crew Expenses (\$/Fit Hr):	\$ 100	
Maintenance Technicians:	\$ 32,347	Landing/ATC Fees (\$/Fit Hr):	\$ 7	ļ
Other:	\$ -	Small Supplies/Catering (\$/Flt Hr):	\$ -	l
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 33	Insurance: Hull (% of Insured Value		
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 800	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 65,714	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr)	\$ 54,258	Computer Maint Mgmt System (\$/Y		l

^{*} The data shown is based on user input

						,
abor MH/FH			Parts \$/FH			
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86 \$ -	/FH	
Engine:	0.00		Engine:	\$ -		
Avionics:	0.00		Avionics:	\$ -		
						_
Suaranteed Maintenar	nce Plans					
Engine:	Yes	Avionics:	No	APU:	No	
nspections		Inspection Cost	Inspection Cycle			
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1				1		
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3					1	
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11						
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12						ļ
12 One Time 1						<u> </u>
12						<u> </u>
12 One Time 1						
One Time 1 2		Overhaul Cost	Prem Removals	s Frequency		
One Time 1 2	Name:	Overhaul Cost (Current \$)	Prem Removals		Cycles	Years
12 One Time 1	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR	Frequency Hours	Cycles	Years
One Time 1 2	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 2	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1/2 Component Overhaul 1 2 3 4	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1/2 Component Overhaul 1 2 3 4	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5 6 7	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 2 3 4 5 6 7 8	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5 6 7	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 2	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5 6 7 7 8 9 10 10	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5 6 7 8 9 10 11	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
One Time 1 2 Component Overhaul 1 2 3 4 5 6 7 8 9 10 11 12	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 2 3 3 4 5 5 6 7 7 8 9 100 11 12 13	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 2 2 3 4 5 6 7 8 9 10 11 12 13 14	Name:	Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 2 3 3 4 5 6 6 7 8 9 10 11 122 133 14		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 2 3 3 4 5 6 7 8 9 10 11 12 13 14 15 15 16		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 2 3 3 4 5 6 7 7 8 9 10 11 12 13 13 14 15 16 17		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 2 3 3 4 5 6 7 8 9 10 11 12 13 13 14 15 16		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 1 2 3 3 4 5 6 7 7 8 9 10 0 11 12 13 14 15 16 16 17 18 19 19		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years
12 One Time 1 2 Component Overhaul 2 3 3 4 5 6 7 8 9 10 11 12 13 13 14 15 16		Overhaul Cost (Current \$)	Prem Removals /1000 HR		Cycles	Years

	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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22 23 24 25 26 27						
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29 30						

ngine Restoral/Heavy	Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
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Replacement 1						
Replacement 1						
2						
3						
4						
5				1		
6						
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Maintenance Cost Data

Database Date:

FINANCIAL ANALYSIS (Page 1)

20-Jul-00

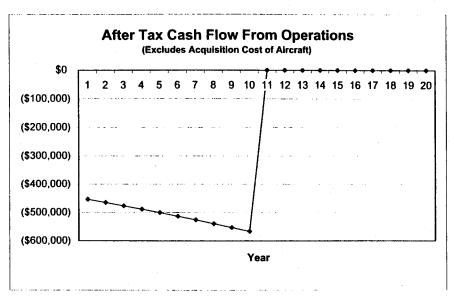
DOE AL N148DE

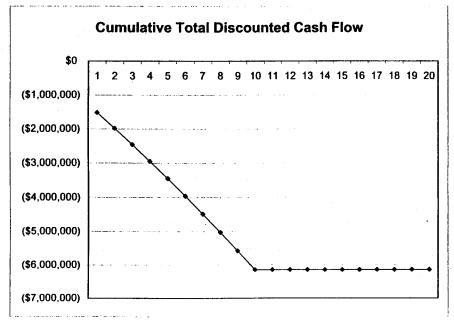
		Government	t ,		
Make/Model:	Used	Acquisition:	Purchase	255 Hours/Year	
Year Revenue: Sales (Fit Hr) Sales (Month) Aircraft Sale Total	0	1 2 3 \$ - \$ - \$ \$ - \$ - \$ \$ - \$ - \$ \$ - \$ - \$	4 5 - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	6 7 8 - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	9 10 \$ - \$ - \$ - \$ - \$ - \$ -
<u> </u>					
Cost Without Tax Impa Acquisition Cost Principal Repayment Final Payment Total	set: \$ (1,065,000) \$ (1,065,000)	\$ - \$ - \$ \$ - \$	- \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ - \$ - \$ -
			·		
Cost With Tax Impact: Sales Tax Use Tax (Lease Only) Variable Cost Fixed Cost Operations Overhead Admin Overhead (G& Depreciation Interest Lease Payments Total		\$ - \$ - \$ (134.683) \$ (131.398) \$ (134.683) \$ (205.653) \$ (210.794) \$ (216.064) \$ (55.714) \$ (67.357) \$ (69.04) \$ (57.008) \$ - \$ - \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$	4) \$ (221,466) \$ (227,002) \$ 11 \$ (70,767) \$ (72,536) \$ 5 (58,430) \$ (59,891) \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$	(145,039) \$ (148,665) \$ (152,381) (232,677) \$ (238,494) \$ (244,457) (74,349) \$ (76,208) \$ (78,113) (61,388) \$ (62,923) \$ (64,496) \$ (513,453) \$ (526,290) \$ (539,447)	\$ (250,568) \$ (256,832) \$ (80,066) \$ (82,068) \$ (66,108) \$ (67,761) \$ - \$ - \$ - \$ -
Tax Impact: Income Tax Capital Gains Tax Total		\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	\$ - \$ - \$ \$ - \$ - \$ - \$ - \$		\$ - \$ - \$ - \$ - \$ - \$
After Tax - Total Cash Flow:	\$ (1,065,000)			(513,453) \$ (526,290) \$ (539,447)	
Operating Cash Flow:		,		(513,453) \$ (526,290) \$ (539,447)	\$ (552,933) \$ (566,757)
Present Value of Total]	\$ (453,818) \$ (465,164) \$ (476,793			1
Net Present Value:	\$ (1,065,000)	\$ (1,518,818) \$ (1,983,982) \$ (2,460,774	4) \$ (2,949,487) \$ (3,450,417) \$ (3	3,963,870) \$ (4,490,160) \$ (5,029,607)	\$ (5,582,540) \$ (6,149,297)

Used -

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11	1	1.	2		13		14		15		16	١	17		18		19	ļ	20			Year
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Ψ		Ψ		Ψ		•				1 🔻		, ,		•		<u>.</u>		1Y				
										1	•	1			· · · · · · · · · · · · · · · · · · ·			1				Cost Without Tax Impact:
<u> </u>				=		<u></u>		1 4				-				•		-		ē.	(1,065,000)	
\$		Ş	:	<u>\$</u>		\$		- \$	-	\$		3	<u>-</u>	3		ž		1	<u>-</u>	<u>\$</u>	(1,000,000)	Acquisition Cost
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\$	-	\$	-	\$		\$		- \$	_	\$		\$		\$. \$		 		\$		Final Payment
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\$		ž		ě		Š		- š	-	Š		Š	-	Š		\$		S	-	S	-	Charter Tax
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\$		\$, \$		\$		- 5		\$	<u>-</u>	3		Þ		\$	-		· · · · · · · · · · · · · · · · · · ·	3	(607,873)	
\$	-	\$	-	\$		\$		- \$		\$		\$	-	5	·	. Ş		\$		\$		Depreciation
\$	- 1	\$	-	\$	-	\$		- \$		\$		\$	-	\$		\$	-	\$.		\$		Interest
S		\$	-	\$	-	\$		- S	-	\$	•	\$	-	\$	-	\$	-	\$	_	\$		Lease Payments
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						ļ <u>-</u>		_				-		-				-		1		Tax Impact:
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Š		\$		Š	•	\$		- \$	-	S	-	\$		\$	-	\$	•	\$	-	\$	-	Total
<u> </u>	l	<u> </u>		- 		<u> </u>						1							_			
	Т											Т		Г				Т				After Tax -
<u></u>		<u> </u>		· · · · · ·		\$		- S		\$		\$		\$		S		¢		\$	(6 149 297)	Total Cash Flow:
\$		\$		\$		- P		->	<u>-</u>	+		- -	<u>-</u> _	*		Ψ					(0,149,291)	
\$		\$		\$		\$		- s		\$		\$		Š		\$ "		\$	· · · · · · · · · ·	\$	(5.084.297)	Operating Cash Flow:
4	-	<u> </u>		<u> </u>		<u>Ψ</u>		- · •		† *		+-		† - *					-	ľ	, , , , , , , , , , , , , , , , , , , ,	· · · · · · · · · · · · · · · · · · ·
\$		\$		\$		\$		- \$		\$		Š		\$	-	\$	-	Š	· · · · · ·	\$	(5,084,297)	Present Value:
₩	- -	Ψ		-				-+•	_	+*		+-		ļ. *		T		1		1	(=,==:,==:,	
\$ (6.14	49 2971	\$ (6.1	49 2971	\$ (6	149.2971	\$ (6	149.20	7) \$	(6.149.297	\$ (6	3.149.297	\$	(6,149,297)	\$	(6,149,297)	\$	(6,149,297)	\$	(6,149,297)	\$	(6,149,297)	Net Present Value
J (O, 14	45,25()		43,Z3/)	φ <u>τ</u> υ,	, 173,201)	1 to 10	,, 170,Z3	11 P	10,143,231	<u>/ι Ψ (</u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		10,170,201)		, , , , , , , , , , , , , ,	<u> </u>	1-, 1-10,201)		10,170,201)	<u> </u>	13,	

FINANCIAL ANA	\LY:	SIS SUMMA	RY		Version 4.0 Software Copyright 2000				
DOE AL N148DE			Ту	pe of Operation:	Government				
Make/Model:		Used			Acquisition:		Purc	hase	
Program Length:		10	Υŧ	ears	Date:		20-Ju	ı I- 00	
Financial Informat	ion:			Depreciation:					
Capital Gains Tax		0	%		***				
Corp Tax Rate:			%	Method:	Straightline				
Desired ROI:				Term:		10			
Interest Rate:			%	Residual:		130			
Inflation Rate:		2.5	%						
Ops Overhead:		0		+	\$ 65,7	14.00	/Year	•	
Admin Overhead:	-	0	%			8.00	/Year	•	
Revenue:	\$	-		lt Hr. +	\$	-	/Mo		
Revenue Hours:	Š			s/Yr.	- 				
Flight Hours:	•	255		s/Yr.					
Acquisition Cost:	\$	1,065,000		Residual Value:	\$	-			
			Т	Expenses +	Tax Impa	ct +		After Tax	
Year		Revenue		Depreciation	Depreciat		c	ash Flow	
Acquisition Cost 0	\$		\$	(1,065,000)	\$	_	\$	(1,065,000)	
Acquisition Cost o	\$		Š	(453,818)	\$		ě	(453,818)	
			Đ	(465,164)		<u>-</u>	2	(465,164)	
2	\$		1			·	<u></u>	(476,793)	
3 4	\$		9	(476,793)			3		
5			3	(488,712)		_ :	3	(488,712) (500,930)	
	\$		9	(500,930)	\$	-	- -		
6	\$		3	(513,453)	<u> </u>	<u>.</u>	ğ	(513,453)	
7	\$		3	(526,290)		-	ğ	(526,290)	
8	\$		\$	(539,447)	\$		2	(539,447)	
9	\$. \$	(552,933)		.	.\$	(552,933)	
10	\$		\$	(566,757)	3		\$	(566,757)	
11	<u>\$</u>		\$	-	<u> </u>		\$:	
12	. <u>\$</u>		<u> </u>		<u> </u>	<u>-</u>	<u>\$</u>	·	
13	\$		\$		\$		\$	_	
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18	\$		\$.	\$		\$	<u> </u>	
19	\$		\$		\$	_	\$	<u> </u>	
20	\$	_	\$	-	\$	<u> </u>	\$		
Total:	\$	_	\$	(6,149,297)	\$	-	\$	(6,149,297)	
Investment:	\$	1,065,000							
			Ļ						
Present Value:	\$	(5,084,297)		Net Prese	nt Value:		\$	(6,149,297)	





ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL N148DE

Government

Make/Model:

Used -

Acquisition: Purchase

255 Hours/Year

make/model: Us	sea				AU	quisition:	ru	nchase		233	п	urs/ rear						
Aircraft Value: \$			Doc	idual Value														
Aircrait value: \$	-		Res	iouai value.		-												
Variable Cost	Year	1	Ī	2	Γ	3	Γ	4		5	<u> </u>	6	7	8	9	10	l	Total
Fuel		\$ 30,600	\$	31,365	\$	32,149	\$	32,953	\$	33,777	\$	34,621	\$ 35,487	\$ 36,374	\$ 37,283	\$ 38,215	S	342,823
Fuel Additives		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	S -	\$ -	\$ -	\$	•
Maint Labor		\$ 31,954	\$	32.753	5	33,572	\$	34,411	\$	35,271	\$	36,153	\$ 37,057			\$ 39,906	Š	357,993
Parts		\$ 13.224		13,555	5		5			14,597	\$	14,962	\$ 15,336				Š	148,154
Inspections		S -	Š	-	\$	-	\$	-	\$	-	\$	•	\$ -	\$ -	\$ -	\$ -	S	
Engine Restoral		\$ -	S	_	Š	•	\$	-	Š		S	-	\$ -	S -	\$ -	\$ -	Š	
Engine Guaranteed Mx Plan		\$ 25,138	S	25,766	5	26,411	S	27,071	Š	27,748	S	28,441	\$ 29,152	\$ 29.881	\$ 30,628	\$ 31,394	Š	281,629
Avionics Guaranteed Mx Plan		S -	\$	-	5	-	5		Š	-	\$	-	\$ -	\$ -	\$	\$	Š	
Component Overhaul (All)		S -	\$		\$	-	Š		\$	-	\$	-	\$ -	\$ -	<u>s</u> -	\$ -	S	
Life Limited Components (All)		S -	S	-	Š	-	S		Š	-	\$	-	\$ -	Š -	<u>š</u> -	\$ -	Š	-
Other Services			1		Ť		Ť		Ť				· ·		 	 	-	
Flight Hour Cost		s -	\$		\$		S		\$		\$		\$ -	S -	s -	s -	•	
Fixed Cost		\$ -	\$	-	s		S		\$		\$	-	\$ -	\$ -	\$ -	\$ -	\$	
Landing/Parking Fees		\$ 1,844	\$	1.890	\$	1,937	S		\$	2.035	\$	2,086	\$ 2,138		. I. T.	\$ 2,302	\$	20,655
Crew Expenses		\$ 25,434		26,070	Š		Š			28.074	\$		\$ 29,495				Š	284.943
Small Supplies		\$ -	s	20,010	Š		Š		s		Š	-	\$ -	\$ -	\$ -	\$ -	5	207,373
опан овррпез		-	-		*		•		*		+			1	1 -	-	-	· · · · · · · · · · · · · · · · · · ·
Total Variab	le Cost	\$ 128 103	Š	131,398	1	134,683	•	138 050	<u> </u>	41 501	•	145 030	\$ 148 665	\$ 152,381	\$ 156 101	\$ 160,096	61	426 100
	<i>ne</i>	W 120,133	L.Ψ	101,030	<u> </u>	104,000	, 4	100,000	Ψ,	141,001	Ψ.	170,003	1 4 140,000	1 4 132,301	1 4 130,191	1 4 100,030	1 3 1	.430,130
Fixed Cost	Year	1	Ι	2	Π	3		4		5	Γ	6	7	8	9	10		Total
Salaries					Г			-			Г						-	
Pilot/Flight Crew		\$124,394	\$	127,504	\$	130,691	\$	133,959	\$1	37,308	\$	140,740	\$ 144,259	\$ 147,865	\$151,562	\$ 155,351	\$1	.393.633
Maintenance Technicians		\$ 32,347	\$	33,156	\$	33,985	\$	34,834	\$	35,705	\$	36,598	\$ 37,513	\$ 38,450	\$ 39,412	\$ 40.397	\$	362.396
Other		\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$ -	S -	S -	S -	S	-
Benefits		\$ 47,022	\$	48,198	\$	49,403	\$	50,638	\$	51,904	\$	53,201	\$ 54,531	\$ 55.895	\$ 57,292	\$ 58,724	Š	526.809
Hangar		\$ -	\$		\$	-	\$	-	\$	-	\$	-	\$ -	S -	S -	\$ -	\$	
Insurance							_							1				
Hull		\$ -	\$	-	\$		\$	-	\$	-	\$	-	\$ -	S -	S -	S -	s	
Liability		\$ 800	\$	820	\$	841	\$	862	\$	883	\$	905	\$ 928	\$ 951	\$ 975	\$ 999	Š	8,963
Miscellaneous														1	1	·		
Training Pilot/Maint		\$ 33	S	33	S	34	\$	35	S	36	S	37	\$ 38	\$ 39	\$ 40	\$ 41	S	364
Management Fee		S -	S	-	S	-	\$		\$	-	\$	-	\$ -	\$ -	S -	\$ -	Š	
Brokerage Fee		S -	Š		Š		S	-	\$	-	\$		\$ -		s -	<u>s</u> -	Š	-
New Int/Paint/Avionics		\$ -	Š		Š		Š		S	-	Š	-	\$ -			\$ -	Š	
Modernization		\$ -	Š		\$	-	S	-	\$	-	\$	-	\$ -		S -	\$ -	Š	-
Nav/Weather Services		\$ 1,057	\$	1,083	Š	1,111	\$		\$	1,167	\$	1,196	\$ 1,226			\$ 1,320	\$	11,842
Comp Maint Service		\$ -	Š		Š		\$		\$	-	\$	-	\$ -	\$ -	\$	\$ -	Š	
Refurbishing		š -	Š	-	Š		Š		Š	-	\$	-	s -		<u> </u>	<u>s</u> -	-	
Other		\$ -	S	-	Š		Š		S		Š		\$ -	\$.	s .	\$ -	*	
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Total Fixe	ed Cost	\$205,653	S	210,794	Š	216,064	S	221,466	\$2	27.002	S	232.677	\$238,494	\$244,457	\$ 250 568	\$256,832	\$2	.304,007
		V 200,000			•								_ 4200,	1 4244,407	4 200,000	T VECU, COL		,00,1,007
Finance/Lease Cost		\$ -	\$		\$	-	\$		\$	-	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-
Aircraft Cash Payment/Resale		\$	\$	•	\$	-	\$		\$		\$	-	\$ -	\$ -	\$ -	\$ -	\$	-
Final Payment/Loan Payoff		\$ -	\$		\$	-	\$]	\$	-	\$	-	\$ -		\$ -	\$ -	\$	-
Operations Overhead		\$ 65,714	\$	67,357	\$					72,536	\$	74,349	\$ 76,208	\$ 78,113	\$ 80,066	\$ 82,068	\$	736,219
Administrative Overhead (G&A)		\$ 54,258	\$	55,614	\$	57,005	\$	58,430	\$	59,891	\$	61,388	\$ 62,923	\$ 64,496	\$ 66,108	\$ 67,761	\$	607,873
Total Annu	al Cost	\$453,818	\$	465,164	\$	476,793	\$	488,712	\$5	00,930	\$	513,453	\$526,290	\$539,447	\$552,933	\$566,757	\$5	.084,297
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Cost Of Ownership Analysis

For:

DOE AL N148DE

20-Jul-00

Aircraft:

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Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

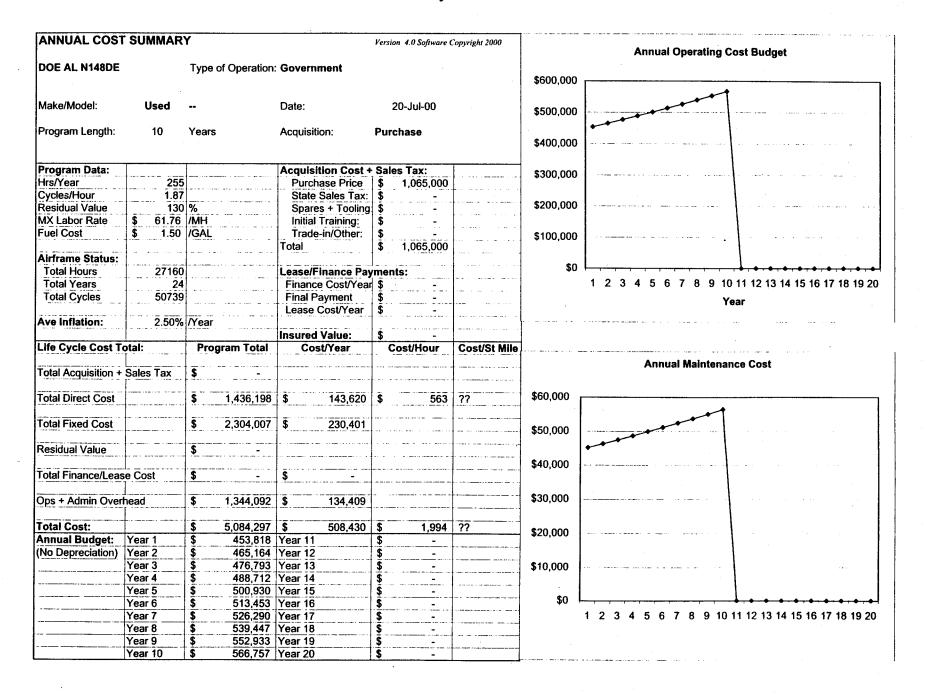
Government

Base of operation:

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Notes:

Dash 6 Future Fleet GOCO



Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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ngine Restoral/Heavy Ma	sintenance	Total Cost	Prem Removals	Frequency		
<u> </u>	Name: (Current \$		/1000 HR	Hours	Cycles	Years
Inspection 1			T			
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Replacement 1						
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Maintenance Cost Data

Database Date:

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(Page 2) ANNUAL COST 7-Jun-00 (Page 1) DOE AL N148DE Government 196.09 Hours/Year Make/Model: Used Acquisition: Purchase Residual Value: \$ Aircraft Value: 10 Total 5 Variable Cost Year 223,268 \$ 24,274 24,881 \$ 23,682 19,989 20,421 20.931 21,455 \$ 21,991 22,541 23,104 Fuel Fuel Additives \$ 79,442 81,428 83,464 748,744 \$ 66,832 68,503 70,215 71,971 73,770 75,614 77,505 Maint Labor \$ 68,137 \$ 69,840 71,586 642,189 64,853 66,475 57,321 68,764 60,223 \$ 61,728 \$ 63,272 Parts Inspections **Engine Restoral** 22,157 22,711 \$ 23,279 \$ 23,861 24,457 219,402 20,675 Engine Guaranteed Mx Plan 19,584 20,073 \$ 21,089 \$ 21,617 Avionics Guaranteed Mx Plan Component Overhaul (All) 982 \$ 1,007 \$ 1,032 \$ 1,058 1,084 1,111 \$ 1,139 1,168 10,475 936 958 Life Limited Components (All Other Services 1,384 151 154 127 130 133 136 140 143 147 124 Flight Hour Cost Fixed Cost 1,644 1,685 1,727 1.771 16,166 1,604 \$ 1,566 700 1,453 1,490 1,527 Landing/Parking Fees 22,681 \$ 21,688 \$ 24,425 257,453 \$ 21,062 \$ 22,128 \$ 23,248 \$ 23,830 20,047 20,548 Crew Expenses 57,896 Small Supplies \$231,906 \$2,118,081 190,336 \$ 195,094 \$ 199,972 \$ 204,971 \$ 210,095 Total Variable Cost \$223,379 \$ \$215,348 | \$220,731 \$226,250 9 10 Total 3 5 2 Fixed Cost 1 ... Salaries 67,179 \$ 58,609 \$ 60,074 \$ 538,916 \$ 60,638 \$ 53,097 54,424 56,785 48,103 49,306 51,802 Pilot/Flight Crew 20.905 187,533 18,939 19,897 \$ 20,395 18,026 18,477 19,412 17,157 17,586 Maintenance Technicians \$ 16,739 Other 20,075 175.795 17,743 18,187 18,641 19,107 \$ 19,585 Benefits 11,782 16,888 17,310 \$ Hangar Insurance Hull 461 4,134 378 388 397 407 417 428 439 460 \$ Liability 369 Miscellaneous 19 168 17 17 18 15 16 Training Pilot/Maint 16 Management Fee Brokerage Fee New Int/Paint/Avionics Modernization 7.809 761 769 789 808 829 849 870 732 Nav/Weather Services 697 Comp Maint Service Refurbishing Other \$ 97,469 | \$ 99,906 | \$102,403 | \$ 914,365 \$ 92,772 | \$ 95,092 Total Fixed Cost \$ 77,705 84,047 \$ 86,148 \$ 88,302 \$ 90,510

\$ 28,827

28,124

27,438 \$

27,438

\$ 30,108

Total Annual Cost \$361.301

30,108

\$ 29,648

30,287

\$

\$ 31,044

\$ 28,124 \$ 28,827 \$ 29,548 \$ 30,287 \$ 31,044 \$ 31,820 \$ 32,616 \$ 33,431 \$ 303,244

329,260 \$ 337,491 \$ 345,929 \$ 354,577 \$ 363,441 \$ 372,527 \$ 381,840 \$ 391,386 \$ 401,171 \$ 3,638,923

\$ 31,820 \$ 32,616 \$ 33,431 \$ 303,244

Finance/Lease Cost Aircraft Cash Payment/Resale Final Payment/Loan Payoff

Operations Overhead

Administrative Overhead (G&A)

Maintenance Cost Data

Database Date:

Labor MH/FH			Parte 4/FH	 	
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenance					
Engine:	Yes	Avionics:	No	APU:	No

nepactions		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1			1			
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	Overhaul Cost	Prem Removals	Frequency		1
Name:	(Current \$)			Cycles	Years
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	Name:			Name: (Current \$) /1000 HR Hours	Name: (Current \$) /1000 HR Hours Cycles

Cost Of Ownership Analysis

For:

DOE AL N148DE

7-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

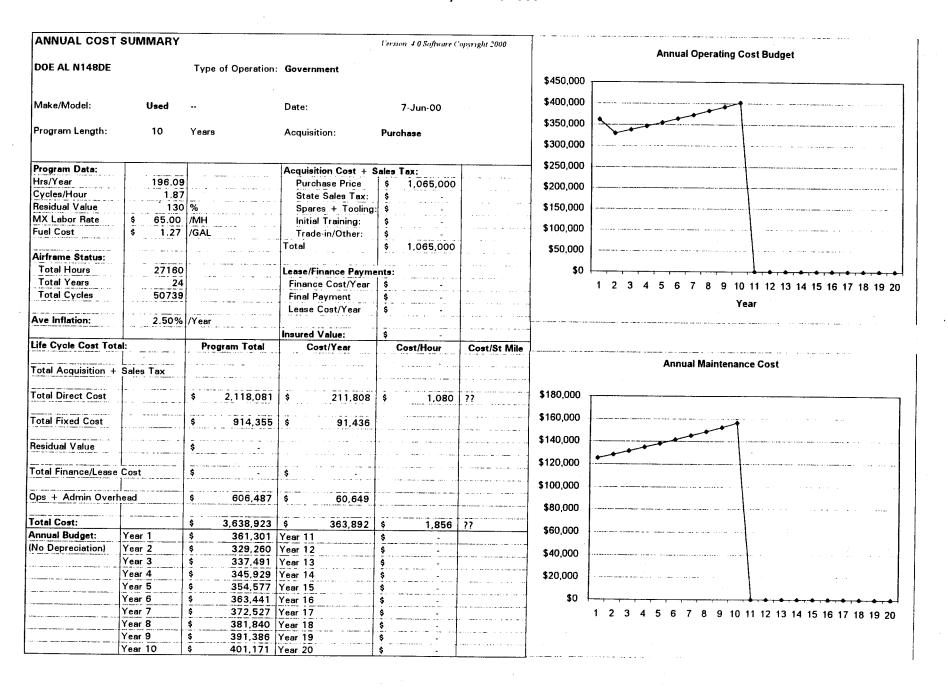
Base of operation:

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Notes:

Dash 6 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%



Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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igine Restoral/Heav	y Maint	enance	Total Cost	Prem Removals	Frequency		
		Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1		1				
	2						
	3						
	4						
	5						
Replacement	1						
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	3						
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	8		1	1			
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Maintenance Cost Data

Database Date:

ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N148DE

Government

Make/Model:	Used			Acquisition:	Purchase	196.09	Hours/Year					
Aircraft Value: \$	-		Residual Value:	\$ -								
Variable Cost	Year	. 1	2	3	4	- 6	6	7	8	9	10	Total
Fuel		\$ 19,989	\$ 20,421	\$ 20,931	\$ 21,455	\$ 21,991	\$ 22,541	\$ 23,104	\$ 23,682	\$ 24,274	\$ 24,881	\$ 223,268
Fuel Additives		\$	\$	\$	\$	\$ ·	\$	\$ -	\$	\$	\$.	\$.
Maint Labor		\$ 66,832	\$ 68,503	\$ 70,215	\$ 71,971	\$ 73,770	\$ 75,614	\$ 77,506	\$ 79,442	\$ 81,428	\$ 83,464	\$ 748,744
Parts		\$ 57,321	\$ 58,754	\$ 60,223	\$ 61,728	\$ 63,272	\$ 64,863	\$ 66,475	\$ 68,137	\$ 69.840	\$ 71,586	\$ 642,189
Inspections		\$	\$	\$.	\$ -	\$	<u> </u>	\$ -	\$ -	§	\$	\$ -
Engine Restoral		\$ -	\$ -	\$	\$ ·	\$ -	\$ -	\$ -	<u> </u>	\$	\$ -	9
Engine Guaranteed Mx Plan		\$ 19,584	\$ 20,073	\$ 20,575	\$ 21,089	\$ 21,617	\$ 22,157	\$ 22,711	\$ 23,279	\$ 23,861	\$ 24,467	\$ 219,402
Avionics Guaranteed Mx Plan		\$ -	\$	\$	\$	\$ <u>-</u>	\$ <u>-</u>	\$	\$ -	\$	\$	\$
Component Overhaul (All)		\$	\$	\$	\$. :	\$	\$	\$	\$	\$	\$	\$
Life Limited Components (All)		\$ 935	\$ 958	\$ 982	\$ 1,007	\$ 1,032	\$ 1,058	\$ 1,0B4	\$ 1,111	\$ 1,139	\$ 1,168	\$ 10,476
Other Services					1							
Flight Hour Cost		\$ 124	\$ 127	\$ 130	\$ 133	\$ 136	\$ 140	\$ 143	\$ 147	\$ 161	\$ 154	\$ 1,384
Fixed Cost		\$ ·	\$	\$	\$	\$	\$	<u>\$</u>	\$	\$	\$	\$:
Landing/Parking Fees		\$ 700	\$ 1,453	\$ 1,490		\$ 1,565	\$ 1,604	\$ 1,644	\$ 1,685	\$ 1,727	\$ 1,771	\$ 15,166
Crew Expenses		\$ 57,895	\$ 20,047	\$ 20,548	1	\$ 21,588	\$ 22,128	\$ 22,681	\$ 23,248	\$ 23,830	\$ 24,425	\$ 267,463
Small Supplies		.\$ ·	\$	\$	\$	\$	\$	\$ -	\$	\$	\$	\$
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Total	Variable Cost	\$223,379	\$ 190,336	\$ 195,094	\$199,972	\$204,971	\$ 210,096	\$215,348	\$ 220,731	\$ 226,250	\$231,906	\$2,118,081
Fixed Cost	Year	1		3	4	5	6	7	8	9	10	Total
Salaries	1 6 8 1	11	2					· <i>'</i>	ļ °	·	10	I Otal
Pilot/Flight Crew		\$ 48,103	\$ 49,306	\$ 50,538	\$ 51,802	\$ 63,097	\$ 54,424	\$ 55,785	\$ 57,179	\$ 58,609	\$ 60,074	\$ 538,916
Maintenance Technicians		\$ 16,739	\$ 17,167	\$ 17,586		\$ 18,477	\$ 18,939	\$ 19,412	\$ 19,897	\$ 20,395	\$ 20,905	\$ 187,633
Other		4 10,738	12,197	17,000	4 10,020	4 10,4//	4 10,535	4 15,412	4 13,037	20,350	\$ 20,500	4 107,033
Benefits		\$ 11,782	\$ 16,476	\$ 16,888	\$ 17,310	\$ 17,743	\$ 18,187	\$ 18,641	\$ 19,107	\$ 19,585	\$ 20,075	\$ 175,795
Hangar		ķ	\$	\$	\$ -	\$ -	\$ -	\$	ġ .	<u>*</u> ,,,,,,,	8	š
Insurance		- X	· • · · · · · · · · · · · · · · · · · ·	Y	1	×		† *	- -	·¥	Y · · ·	*
Hull		\$.	\$ -	ś -	\$	\$ -	\$ -	\$.	ŝ -	\$	ś -	\$ -
Liability		\$ 369	\$ 378	\$ 388	\$ 397	\$ 407	\$ 417	\$ 428	\$ 439	\$ 450	\$ 461	\$ 4,134
Miscellaneous		····		<u> </u>		<u></u> .						1,
Training Pilot/Maint		\$ 15	\$ 16	\$ 16	\$ 16	\$ 17	\$ 17	\$ 17	\$ 18	\$ 18	\$ 19	\$ 168
Management Fee		\$.	\$.	s -	s .	\$ -	\$ -	s ·	ś	ś	s	s
Brokerage Fee		\$ -	\$	\$ -	\$	\$ -	\$ -	s -	ś -	ś	Š -	s
New Int/Paint/Avionics		\$ -	\$	š	s	\$ -	\$ -	\$ -	\$ -	\$.	ŝ	s
Modernization		\$ -	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nav/Weather Services		\$ 697	\$ 714	\$ 732	\$ 751	\$ 769	\$ 789	\$ 808	\$ 829	\$ 849	\$ 870	\$ 7,809
Comp Maint Service		\$ -	\$ -	s -	\$ -	\$ -	\$.	\$	\$ -	\$	\$ -	\$ -
Refurbishing		\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$	\$ -	\$	\$
Other		\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	s .
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Tot	al Fixed Cost	\$ 77,705	\$ 84,047	\$ 86,148	\$ 88,302	\$ 90,610	\$ 92,772	\$ 95,092	\$ 97,469	\$ 99,906	\$102,403	\$ 914,365
						· · · · · · · · · · · · · · · · · · ·						
Finance/Lease Cost		\$ -	\$ -	\$	\$ -	\$	\$ -	\$	\$ -	\$	\$.	\$ -
Aircraft Cash Payment/Resale		\$ -	\$	\$	\$	\$	\$	\$ -	\$	\$	\$ -	\$ -
Final Payment/Loan Payoff		\$		\$ ·	\$	\$	\$ -	\$	\$ ·	\$	\$	\$
Operations Overhead		\$ 75,190	\$ 77,070	\$ 78,996	\$ 80,971	\$ 82,996	\$ 85,071	\$ 87,197	\$ 89,377	\$ 91,612	\$ 93,902	\$ 842,382
Administrative Overhead (G&A)		\$ 31,860	\$ 32,646	\$ 33,462	\$ 34,299	\$ 35,156	\$ 36,035	\$ 36,936	\$ 37,860	\$ 38,806	\$ 39,776	\$ 356,828
Total	Annual Cost	\$408,124	\$ 384,099	\$ 393,702	\$403,544	\$413,633	\$ 423,974	\$434,573	\$445,437	\$ 456,573	\$467,988	\$4,231,646

М	ain	ten	nce	Cost	Data

Database Date:

Labor MH/FH			Parte #/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

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Engine:	Yes	Avionics:	No !	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
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Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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Cost Of Ownership Analysis

For:

DOE AL N148DE

7-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years.

Type of operation:

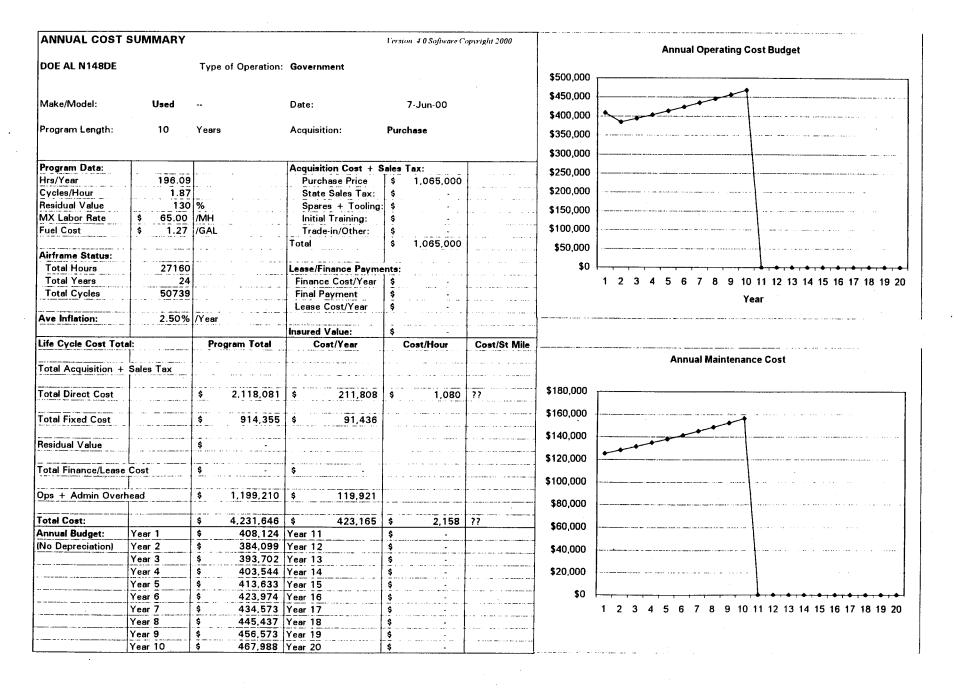
Government

Base of operation:

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Notes:

Dash 6 Present Fleet - Costs Normalized



Life Limited Parte		Parts Cost	Prem Removals	Frequency		L
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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ingine Restoral/Heavy Me	intenance	Total Cost	Prem Removals	Frequency		1
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
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Replacement 1						1
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9			1			
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Maintenance Cost Data -- Database Date: Jan-00

(Page 2) **ANNUAL COST** (Page 1) 8-Jun-00 DOE AL N162DE Government Acquisition: Purchase 255 Hours/Year Make/Model: Used Residual Value: Aircraft Value: Total 3 Variable Cost Year \$ 37,283 38,215 342,823 \$ 35,487 \$ 36,374 \$ 33,777 34,621 \$ 30,600 31,365 32,149 \$ 32,953 Fuel Additives 367,993 37,983 \$ 38,933 39,906 \$ 35,271 36,153 \$ 37,057 \$ 31,954 32,753 33,572 \$ 34,411 Maint Labor 148,154 \$ 14,241 \$ 14,597 14,962 \$ 15,336 \$ 16,719 \$ 16,112 \$ 16,515 13,893 \$ 13,224 13,555 Parts Inspections Engine Restoral \$ 31,394 281,629 29,881 30,628 26,411 27,071 27,748 28,441 \$ 29,152 25,766 \$ Engine Guaranteed Mx Plan \$ 25,138 Avionics Guaranteed Mx Plan Component Overhaul (All) Life Limited Components (All) Other Services Flight Hour Cost **Fixed Cost** 1,985 2,035 2,086 2,13B 2,192 2,246 2,302 20,655 1,937 \$ 1 890 1,844 Landing/Parking Fees 30,988 \$ 31,763 \$ 284,943 \$ 27,389 \$ 28,074 28,776 29,495 \$ 30,233 26,070 26,721 \$ 25,434 \$ Crew Expenses Small Supplies \$160,096 \$1,436,198 \$141,501 \$ 145,039 \$148,665 \$152,381 \$156,191 Total Variable Cost \$128,193 \$ 131,398 \$ 134,683 \$138,050 10 Total 3 2 Fixed Cost Year Salaries \$1,393,633 \$133,959 \$137,308 \$ 140,740 \$144,259 \$147,865 \$151,562 \$156,351 127,504 \$ 130,691 \$124,394 Pilot/Flight Crew 36,705 36,598 37,613 \$ 38,450 \$ 39,412 \$ 40,397 \$ 362,396 34,834 33,156 33,986 \$ 32,347 Maintenance Technicia Other \$ 58,724 526.809 \$ 57,292 51,904 63,201 64,631 \$ 55,895 \$ 47,022 48,198 49,403 50,638 Benefits Hangar Insurance Huli 951 975 999 8,963 883 905 928 800 820 841 862 Liability Miscelianeous 36 37 38 39 40 41 364 35 33 34 Training Pilot/Maint Management Fee Brokerage Fee New Int/Paint/Avionics Modernization 1,320 11.842 \$ 1,288 1,057 1,083 1,111 1,138 1,167 1,196 1,266 Nav/Weather Services Comp Maint Service \$ Refurbishing \$ 232,677 \$ 238,494 \$244,467 \$250,668 \$256,832 \$2,304,007 \$221,466 210,794 \$ 216,064 \$227,002 Total Fixed Cost \$ 205,653 Finance/Lease Cost

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\$ 70,767

\$ 38,953

\$ 72,636

\$ 39,927

\$ 74,349

\$ 76,208

\$ 40,925 \$ 41,948

446,625 \$ 457,791 \$ 469,236 \$ 480,967 \$ 492,991 \$ 505,316 \$ 517,948 \$ 530,897 \$ 544,170 \$ 4,881,673

\$ 42,997

\$ 78,113 | \$ 80,066 | \$ 82,068 | \$ 736,219

\$ 44,072 \$ 45,174 \$ 405,249

Aircraft Cash Payment/Resale Final Payment/Loan Payoff

Administrative Overhead (G&A)

Operations Overhead

65,714

\$ 36,172

Total Annual Cost \$435,732 \$

\$

67,357 \$ 69,041

37,076

\$ 38,003

Maintenance Cost Dat	a				Database Date:	Jan-00
Labor MH/FH			Parte #/FH			
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH	
Engine:	0.00		Engine:	\$ -		
Avionics:	0.00		Avionics:	\$ -		
Guaranteed Maintenance P Engine:	Yes	Avionics:	No	APU:	No	
Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1 2						
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Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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Cost Of Ownership Analysis

For:

DOE AL N162DE

8-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

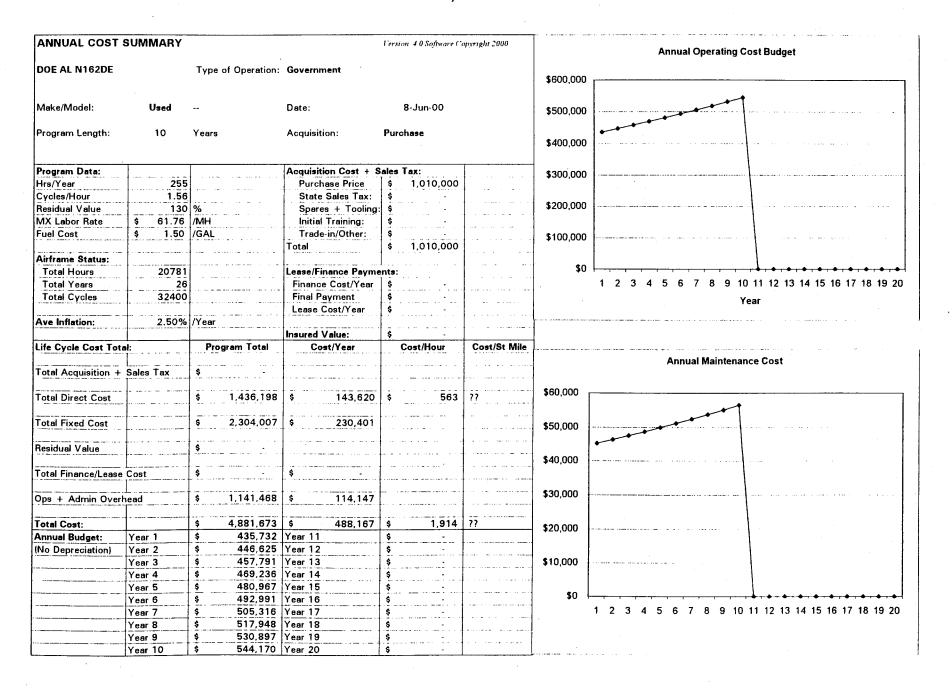
Government

Base of operation:

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Notes:

Dash 6 Future Fleet GOGO



Life Limited Parts		Parts Cost	Prem Removals	Frequency		l
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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18						
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25 26						
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29						
30	MALE MATERIAL (MATERIAL)					
30		L			l	

Engine Restoral/Heavy Ma	intenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1						
2						
3						
4						
5						
Replacement 1						
2						
3						
4						
5						
6			· · · · · · · · · · · · · · · · · · ·			
-			1			
<u>,</u>						
			T 1			
10						

Maintenance Cost Data -- Database Date: Jan-00



ANNUAL COST

(Page 1)

8-Jun-00

(Page 2)

DOE AL N162DE

Government

Make/Model:

Used

Acquisition: Purchase

255 Hours/Year

Aircraft Value:

Ś

Residual Value: \$

Aircraft Value:	•		Residual Value:	5 .								
Variable Cost	Year	1	2	3	4	6	6	7	8	9	10	Total
Fuel		\$ 30,600	\$ 31,365	\$ 32,149	\$ 32,953	\$ 33,777	\$ 34,621	\$ 35,487	\$ 36,374	\$ 37,283	\$ 38,215	\$ 342,823
Fuel Additives		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maint Labor		\$ 31,954	\$ 32,753	\$ 33,672	\$ 34,411	\$ 35,271	\$ 36,153	\$ 37,057	\$ 37,983	\$ 38,933	\$ 39,906	\$ 357,993
Parts		\$ 13,224	\$ 13,555	\$ 13,893	\$ 14,241	\$ 14,597	\$ 14,962	\$ 15,336	\$ 15,719	\$ 16,112	\$ 16,515	\$ 148,154
Inspections	1	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$	\$ -	\$ -
Engine Restoral		\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Engine Guaranteed Mx Plan		\$ 25,138	\$ 25,766	\$ 26,411	\$ 27,071	\$ 27,748	\$ 28,441	\$ 29,152	\$ 29,881	\$ 30,628	\$ 31,394	\$ 281,629
Avionics Guaranteed Mx Plan		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -
Component Overhaul (Ali)		\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$.	\$ -	\$ -	\$ -
Life Limited Components (All)		\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Services			1		l	l	l				I	
Flight Hour Cost		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fixed Cost	1	\$ -	\$ -	\$	\$	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -
Landing/Parking Fees		\$ 1,844	\$ 1,890	\$ 1,937	\$ 1,986	\$ 2,035	\$ 2,086	\$ 2,138	\$ 2,192	\$ 2,246	\$ 2,302	\$ 20,655
Crew Expenses		\$ 25,434	\$ 26,070	\$ 26,721	\$ 27,389	\$ 28,074	\$ 28,776	\$ 29,496	\$ 30,233	\$ 30,988	\$ 31,763	\$ 284,943
Small Supplies		. \$.\$	\$.\$	\$ -	\$	\$	\$	\$ -	\$	\$
Total	Variable Cost	\$128,193	\$ 131,398	\$ 134,683	\$138,050	\$141,501	\$ 145,039	\$148,665	\$152,381	\$156,191	\$160,096	\$1,436,198
Fixed Cost	Year	1	2	3	4	6	6	7	8	9	10	Total
Salaries]	I	I			1	1		
Pilot/Flight Crew		\$124,394	\$ 127,504	\$ 130,691	\$133,959	\$137,308	\$ 140,740	\$144,269	\$147,866	\$151,562	\$ 166,361	\$1,393,633

Fixed Cost	Year	1	1	2		3	L.	4	Ι.	5	1	6	l	7	Ĺ.,	8	l.	9		10		Total
Salaries			1				١.		l_		L		l				L.					
Pilot/Flight Crew		\$124,394	\$	127,504	\$	130,691	\$	133,959	\$	137,308	\$	140,740	\$	144,259	\$	147,865	\$	161,562	\$	166,361	\$ 1	,393,633
Maintenance Technicians		\$ 32,347	\$	33,156	\$	33,985	\$	34,834	\$	35,705	4	36,598	\$	37,613	\$	38,450	\$	39,412	\$	40,397	\$	362,396
Other		\$ -	\$		\$		\$		\$		1		\$	-	\$		\$		\$		\$	
Benefits		\$ 47,022	\$	48,198	\$	49,403	ş	50,638	\$	51,904	1.5	53,201	\$	54,531	\$	66,896	\$	57,292	\$	58,724	\$	526,809
Hangar		\$.	\$		\$		\$		\$		1		\$	-	\$		\$		\$		\$	
Insurance			_		I		١.		L		L		I									
Hull		\$ -	\$		\$		\$		\$		\$	<u> </u>	\$		\$		\$		\$		\$	
Liability		\$ 800	\$	820	\$	841	\$	862	\$	883	\$	905	\$	928	\$	951	\$	976	\$	999	\$	8,963
Miscellaneous					١		l		l		١.						l					
Training Pilot/Maint		\$ 33	\$	33	\$	34	\$	36	\$	36	\$	37	\$	38	\$	39	\$	40	\$	41	\$	364
Management Fee		\$ -	\$		\$		\$		\$		\$	·	\$		\$		\$		\$		\$	
Brokerage Fee		\$ -	\$		\$		\$		\$	-	\$	-	\$		\$		\$	-	\$		\$	
New Int/Paint/Avionics		\$ -	\$		\$		\$		\$	-	\$	-	\$	-	\$		\$		\$	-	\$	
Modernization		\$ -	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Nav/Weather Services		\$ 1,057	\$	1,083	\$	1,111	\$	1,138	\$	1,167	\$	1,196	\$	1,226	\$	1,256	\$	1,288	\$	1,320	\$	11,842
Comp Maint Service		\$ -	\$		\$		\$		\$	-	\$	-	\$	-	\$		\$	-	\$		\$	
Refurbishing		\$ -	\$		\$		\$	-	\$		\$		\$		\$		\$		\$		\$	
Other		\$.	\$		\$		\$		\$		\$	-	\$	-	\$		\$		\$	-]	\$	-
			l						I		ľ								Ċ			
Ţ	otal Fixed Cost	\$ 205,653	\$	210,794	\$	216,064	\$	221,466	\$	227,002	\$	232,677	\$	238,494	\$	244,467	\$	250,568	\$:	256,832	\$ 2	,304,007

Finance/Lease Cost	\$	- \$	-	\$	-	\$ -	\$		\$		\$	-	\$	-	\$		\$		\$	•]
Aircraft Cash Payment/Resale	\$	- \$	-	\$	- 1	\$ -	\$	-	\$	-	\$	-	\$		\$		\$		\$	- 1
Final Payment/Loan Payoff	\$	- \$	-	\$	-	\$ -	\$		\$		\$		\$		\$		\$		9	
Operations Overhead	\$ 65,714	\$	67,357	\$ 69,04	11	\$ 70,767	\$ 7	2,536	\$	74,349	\$	76,208	\$	78,113	\$	80,066	\$	82,068	\$	736,219
Administrative Overhead (G&A)	\$ 9,644	\$	9,885	\$ 10,13	2	\$ 10,386	\$ 1	0,645	\$	10,911	\$	11,184	\$	11,464	\$	11,750	\$	12,044	\$	108,045
					\						I]
Total Annual Cost	\$409,204	\$	419,434	\$ 429,92	0	\$440,668	\$45	1,686	\$ 4	462,977	\$4	74,551	\$ 4	86,415	\$.	498,575	\$ 6	511,040	\$4	1,584,469

Ma	intena	nce C	net De	te

Database Date:

Labor MH/FH			Parts #/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenance					
Engine:	Yes	Avionics:	No	APU;	No

	Inspection Cost	Inspection Cycle	Frequency		
Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
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	Name:	Name: Total (Current \$)	Inspection Cost Inspection Cycle Name: Total (Current \$) Start (Hrs)	Inspection Cost Inspection Cycle Frequency	Name: Total (Current \$) Start (Hrs) Hours Cycles

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
3						
4		I				T
5						1
. 6						1
7						
8						
9						
10						
11						
12						1
13						
14						
15						
16						
17						
18						<u> </u>
19						
20						

Cost Of Ownership Analysis

For:

DOE AL N162DE

8-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

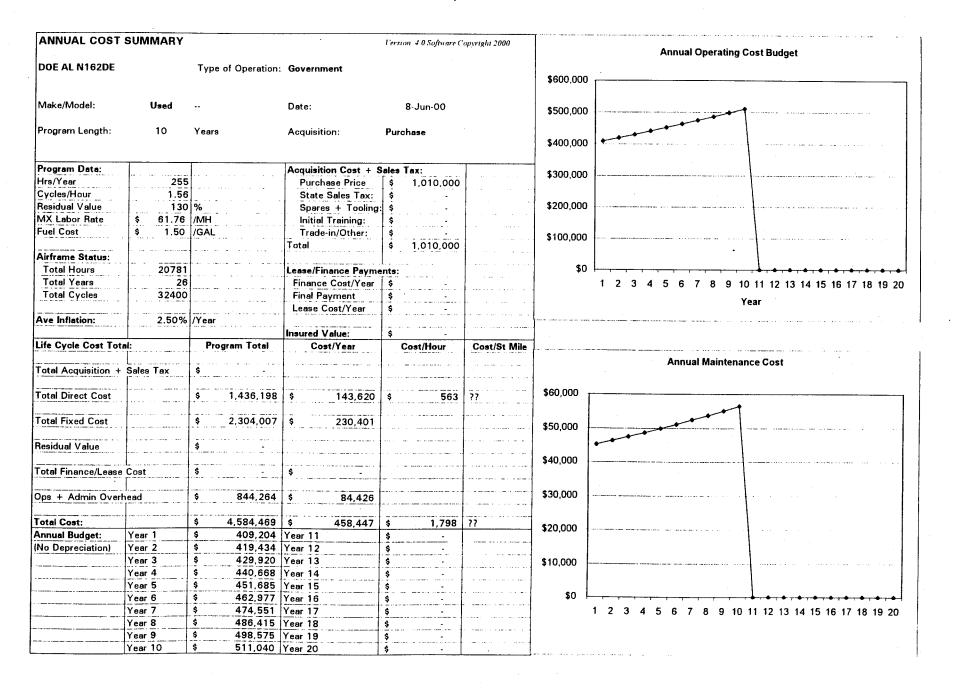
Government

Base of operation:

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Notes:

Dash 6 Future Fleet GOCO



Life Limited Parte		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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29						
30			<u> </u>			

ngine Restoral/Heavy Maintenance		Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1					
	2					
	3					
	4					
	5					
Replacement	1					
	2					
	3					
	4					
	5		·			
	6					
	7		-			
	8					
	9					
10	<u>ō</u> †					

Maintenance Cost Data

Database Date:

ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N162DE

Government

Make/Model:

licad

Acquisition: Purchase

313.57 Hours/Year

Aircraft Value:

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Residual Value: \$

Aircraft value:	•		riesiutiai vaide.	•											
Variable Cost	Year	1	2		3	4		5	Γ	6	7		9	10	Total
Fuel		\$ 31,966	\$ 32,655	\$ 3	3,472	\$ 34,30	3 \$	35,166	\$:	36,045	\$ 36,946	\$ 37,870	\$ 38,817	\$ 39,787	\$ 357,033
Fuel Additives		\$	\$ -	\$	_ :	\$ -		· <u>-</u>	\$:	\$	\$ -	\$	\$	\$
Maint Labor		\$ 65,913	\$ 67,561	\$ 6	9,250	\$ 70,98	1 \$	72,756	\$	74,575	\$ 76,439	\$ 78,350	\$ B0,309	\$ 82,316	\$ 738,449
Parts		\$ 29,976	\$ 30,725	\$ 3	1,494	\$ 32,28	1 \$	33,088	\$:	33,915	\$ 34,763	\$ 35,632	\$ 36,523	\$ 37,436	\$ 335,833
Inspections		\$ -	\$	\$		\$	\$	-	\$		\$ -	\$ -	\$	\$	\$
Engine Restoral		\$ -	\$ -	\$.		\$ -	S	17.1.1	\$	<u>-</u>	\$	\$	\$	\$:	\$
Engine Guaranteed Mx Plan]	\$ 30,666	\$ 31,421	\$ 3	2,206	\$ 33,01	2 ş	33,837	\$.:	34,683	\$ 35,550	\$ 36,439	\$ 37,350	\$ 38,283	\$ 343,435
Avionics Guaranteed Mx Plan		\$ -	\$ -	\$	•.	\$ -	. \$		\$		\$	\$ -	\$	\$	\$
Component Overhaul (All)]	\$ -	\$ -	\$		\$ -	. \$	·	\$		\$ -	\$ -	\$	\$	\$
Life Limited Components (All)		\$ 936	\$ 958	\$	982	\$ 1,00	7 \$	1,032	\$	1,058	\$ 1,084	\$ 1,111	\$ 1,139	\$ 1,168	\$ 10,475
Other Services	1						. .								
Flight Hour Cost		\$ 411	\$ 421	\$	432	\$ 44	2 \$	453	\$	465	\$ 476	\$ 488	\$ 600	\$ 513	\$ 4,602
Fixed Cost		\$	\$	\$. :	\$ -	\$		\$	<i>:</i>	\$ <u> </u>	\$	\$	\$	\$ <u>:</u>
Landing/Parking Fees		\$ 755	\$ 2,324	\$	2,382	\$ 2,44	1 \$	2,502	\$	2,665	\$ 2,629	\$ 2,695	\$ 2,762	\$ 2,831	\$ 23,887
Crew Expenses	_	\$ 5,562	\$ 32,057	\$ 3	2,869	\$ 33,680) ş	34,522	\$	36,386	\$ 36,270	\$ 37,177	\$ 38,106	\$ 39,059	\$ 324,678
Small Supplies		\$	\$	\$.		\$	\$	<u></u>	\$		\$	\$ -	\$	\$	\$ · .
Total Variable	Cost	\$166,172	\$ 198,123	\$ 20	3,076	\$ 208,15:	3 \$	213,357	\$ 2	18,691	\$ 224,158	\$229,762	\$ 235,506	\$ 241,394	\$2,138,391

Fixed Cost	Year	1	2	3	4	6	6	7	- 8	9	10	Total
Salaries				1	l <u></u>					L		· · · · ·
Pilot/Flight Crew		\$107,344	\$ 110,028	\$ 112,778	\$115,598	\$118,488			\$127,698	\$130,788	\$ 134,068	\$1,202,616
Maintenance Technicians		\$ 42,629	\$ 43,592	\$ 44,682	\$ 45,799	\$ 46,944	\$ 48,118	\$ 49,321	\$ 60,664	\$ 51,817	\$ 53,113	\$ 476,469
Other		\$ -	\$ -	\$	\$ -	\$ -	\$	\$	\$	\$	\$	\$
Benefits		\$ 37,381	\$ 38,082	\$ 39,034	\$ 40,010	\$ 41,011	\$ 42,036	\$ 43,087	\$ 44,164	\$ 45,268	\$ 46,400	\$ 416,473
Hangar		\$ -	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ -
Insurance			<u> </u>							ļ. .	l	
Hull		\$ -	\$ -	\$	\$	\$	\$	\$ -	\$!	\$	\$
Liability		\$ 1,230	\$ 1,261	\$ 1,292	\$ 1,325	\$ 1,358	\$ 1,392	\$ 1,426	\$ 1,462	\$ 1,499	\$ 1,536	\$ 13,780
Miscellaneous												
Training Pilot/Maint		\$ 50	\$ 51	\$ 53	\$ 54	\$ 55	\$ 57	\$ 58	\$ 59	\$ 61	\$ 62	\$ 660
Management Fee		\$ -	\$.	\$	\$	\$ <u>·</u> .	\$.	\$	\$	\$ ·	\$	\$ -
Brokerage Fee		\$ -	\$ -	\$ -	\$	<u>\$</u> .	\$ -	\$	\$	\$	\$ -	\$
New Int/Paint/Avionics		\$	\$ -	\$	\$ -	\$	\$	\$	\$	\$ -	\$ ·	\$
Modernization		\$ <u>.</u>	\$ -	\$	\$.	\$	\$ -	\$	\$! •	\$	\$
Nav/Weather Services		\$ 1,416	\$ 1,451	\$ 1,488	\$ 1,625	\$ 1,663	\$ 1,602	\$ 1,642	\$ 1,683	\$ 1,725	\$ 1,768	\$ 15,864
Comp Maint Service		\$ -	\$ -	\$ -	\$	\$	\$.	\$ -	\$	ļ \$	\$	 \$
Refurbishing		\$ -	\$ -	\$ -	\$ -	\$	\$		\$	\$		\$.
Other		\$ -	\$ -	\$ ·	\$	\$	\$ -	\$	\$ -	\$	 \$	ļ\$ -
							<u> </u>					
Total Fi	xed Cost	\$189,950	\$ 194,466	\$ 199,327	\$204,310	\$ 209,418	\$ 214,654	\$ 220,020	\$225,520	\$231,158	\$236,937	\$2,125,761

									r . 	7	1
Finance/Lease Cost	\$ -	\$ -	\$	\$ -	\$	S -	\$	ļ \$ -	\$	\$	\$
Aircraft Cash Payment/Resale	\$ -	\$ -	\$	\$.	\$	\$	\$	\$ -	ļ \$ -	ļ\$ -	\$.
Final Payment/Loan Payoff	\$ -	\$ -	\$	\$ -	\$	3 -	\$		\$ -	\$	\$ -
Operations Overhead	\$ 35,612	\$ 39,259	\$ 40,240	\$ 41,246	\$ 42,277	\$ 43,334	\$ 44,418	\$ 45,528	\$ 46,666	\$ 47,833	\$ 426,415
Administrative Overhead (G&A)	\$ 35,612	\$ 39,259	\$ 40,240	\$ 41,246	\$ 42,277	\$ 43,334	\$ 44,418	\$ 45,528	\$ 46,666	\$ 47,833	\$ 426,415
	1]	I			}
Total Annual Cost	\$427.347	\$ 471,106	\$ 482,884	\$494,956	\$507,330	\$ 520,013	\$533,013	\$ 546,339	\$ 559,997	\$573,997	\$6,116,983

Mai	intenan	ce Cos	t Data

Database Date:

Labor MH/FH			Parte #/FH		
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH
Engine:	0.00		Engine:	\$ •	
Avionics:	0.00		Avionics:	\$ -	

Guaranteed Maintenance					
Engine:	Yes	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1						
2						
3						
4						
5						
6						
7		T				
8						
9						
10						
11						
12						
One Time 1						
2						

	Overhaul Cost	Prem Removals	Frequency		
Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
······································					
		1			
· 					
		† · · · · · · · · · · · · · · · · · · ·			
	Name:				

Cost Of Ownership Analysis

For:

DOE AL N162DE

7-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

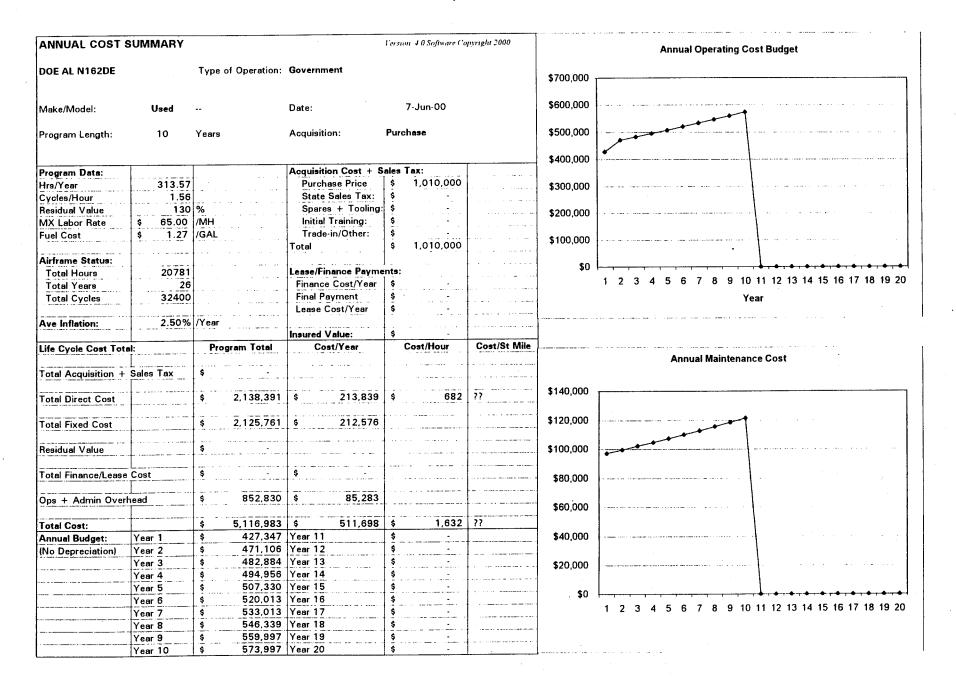
Base of operation:

--

Notes:

Dash 6 Present Fleet - Should Costs

Ops. O/H at 10% and G&A at 10%



Notes: Lear 35 Future Fleet GOCO

Customer:	DOE AL N135DE	Type of Operation:	Government	
Date of Analysis:	20-Jul-00			
Date of Affaiysis:	20-301-00	Type of Analysis:	Total Cost	
Aircraft:	Learjet 35/36	Type of Allalysis.	TOTAL COST	
AllCran.	Learjet 33/30	Acquisition Method:	Purchase	
Aircraft Status:	Used	Acquisition method.	Fulcilase	
Total Time	2767	Depreciation Method:	Straightline	
Total Years	9	If Straightline;	Ottaigritinie	
Total Cycles	2212	Term (Years)	10	
Total Oyaloo		Residual Value (%)	110%	
Base of Operation:		Tresided Value (70)	11070	
<u>Dasc or operation.</u>				
· ·				
Program Length (Years):	10			
Total Hours (Hrs/Yr):	325			
Cycles per Fit Hr (Airframe):	0.8			
Cycles per Fit Hr (Engine):	0.8			
Acquisition Cost - Purchase				
Purchase Price	\$ 4,325,000			
State Sales Tax:	\$ -	Insured Value	\$ -	
Spares + Tooling:	\$ -			
Initial Training:	\$ -	Resale Value	110.0%	
Trade-in/Other:	\$ -			
Total	\$ 4,325,000	Brokerage Fee:	s -	
Variable Cost Input				
Fuel Cost (\$/Gallon)	\$ 1.50	Fuel Consumption (Gallon/Flt Hr)	185	
Maintenance Labor Rate (\$/MI	\$ 61.76	Other	\$ 1.37	
		Hangar Cost (\$/Year):	\$ -	
Fixed Cost Input		Nav & Weather Service (\$/Yr.):	\$ 5,563	
Salaries/Aircraft (\$/Year)			\$ -	
Pilots/Flight Crew:	\$ 124,394	Crew Expenses (\$/Flt Hr):	\$ 100	
Maintenance Technicians:	\$ 41,227	Landing/ATC Fees (\$/Flt Hr):	\$ 7	
Other:	\$ -	Small Supplies/Catering (\$/Flt Hr):	\$ -	
Benefits (% of Salaries)	30%	Other Fixed Cost (\$/Yr):	\$ -	
Training Cost (\$/Year):	\$ 95,406	Insurance: Hull (% of Insured Value		
Operations Overhead (%):	\$ -	Insurance: Liability (\$/Year):	\$ 1,230	
Administrative Overhead (%):	\$ -	Modernization (% of Acq Cost):	0.00%	
Operations Overhead (\$/Yr):	\$ 83,752	Refurbishing Cost (\$/Year):	\$ -	
Administrative Overhead \$/Yr)	\$ 64,641	Computer Maint Mgmt System (\$/Y	\$ -	

^{*} The data shown is based on user input

·				

			: : :	

Name Name Total (Current \$) Start (Hrs) Hours Cycles Years	Airframe: Engine: Avionics: Guaranteed Maintenar Engine:	0.00 0.00	MH/FH				
Engine: 0.00 Engine: \$ -	Engine: Avionics: Guaranteed Maintenar Engine:	0.00 0.00	MH/FH	Airframe:		1 1	
Engine: 0.00 Engine: \$ -	Avionics: Guaranteed Maintenar Engine:	0.00 0.00			\$ 117.09	/FH	
Suaranteed Maintenance Plans Engine: Yes	Guaranteed Maintenar Engine:	nce Plans		Engine:	\$ -		
Name: Name: Total (Current \$) Start (Hrs) Hours Cycles Years Translation	Engine:	nce Plans Yes		Avionics:	\$ -		
Separation Yes	Engine:	nce Plans Yes					
Name: Total (Current \$) Start (Hrs) Hours Cycles Years		Yes					
Name: Total (Current \$) Start (Hrs) Hours Cycles Years	nspections		Avionics:	No	APU:	No	
Name: Total (Current \$) Start (Hrs) Hours Cycles Years	ispections		Increation Cost	Increation Cycle	Eronionou	ſ · · · · · · · · · · · · · · · · · · ·	
Recurring 1 3000 Cycle \$ 2,700 3000 2 6000 Cycle \$ 17,750 6000 12 3 12 \rightarrow 17200 12 3 12 \rightarrow 17200 12 3 12 \rightarrow 17200 12 3 12 \rightarrow 17200 12 3 12 12 3 12 12 12		Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Veare
2 6000 Cycle \$ 17.75 3 12 74 7200 Free 5 102.000 4 12000 Hour \$ 94.200 12000 5 6 6 7 6 7 7 8 7 9 9 9 9 100 111 12 10 111 12 9 10 111 12 9 10 111 12 9 10 12 12 9 10 13 14 15 13 14 15 16 9 16 17 18 19 9 17 18 19 9 10 12 12 13 10 12 13 10 13 14 11 15 16 9 10 17 18 10 17 18 10 17 18 11 19 9 10 10 10 11 11 12 12 13 14 15 16 17 18 19 9 9 19 9 9 10 10 9 10 9 9 10 9 9 10 9 9 10 9 9 11 9 9 12 9 9 13 9 9 14 9 9 15 9 9 16 9 9 17 9 9 18 9 9 19 9 9 10 9 10 9 9	Recurring 1		\$ 2700		110013	3000	10013
12000 12 12 12 12 13 14 15 15 16 17 18 19 19 19 10 11 12 12 12 13 14 15 16 16 17 18 19 19 19 10 12 12 12 13 14 15 16 16 17 18 19 19 10 12 12 13 14 15 16 16 17 18 19 19 10 12 12 13 14 15 16 16 17 18 19 10 12 12 13 14 15 16 16 17 18 19 10 12 12 13 14 15 16 16 17 18 19 10 12 12 13 14 15 15 16 16 17 18 19 10 10 10 10 10 10 10	ricculling 1	6000 Cycle	¢ 17.750				45
Marie September Septembe		12 V-/7200 U-	6 402,000		7200	0000	
Section Sect		12 17/200 Hr				ļ	
Total Component Overhaul		12000 Hour	\$ 94,200	L	12000		12
Total Content Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Total Cost Prem Removals Frequency Prem Removals Frequency Prem Removals Frequency Prem Removals Prem Removals Frequency Prem Removals	<u>5</u>						
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Component Overhaul Cost Prem Removals Frequency Name:				ļ			
Name:							
Name: (Current \$) /1000 HR Hours Cycles Years		•	•				
1 Stab Actuator \$ 2,475 600 2 Generator (2) \$ 5,200 2000 3 4 5 5 5,200 5000 6 6 7 7 8 9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Component Overhaul		Overhaul Cost				
1 Stab Actuator \$ 2,475 600 2 Generator (2) \$ 5,200 2000 3 4 5 5 6 7 7 8 9 9 10 11 12 12 13 14 15 15 16 16 17 18 19 19 19 10 10 11 10 11 11 11 11 11 11 11 11 11		Name:	· (Current \$)	/1000 HR		Cycles	Years
3 4 5 5 6 7 7 8 8 9 9 10 11 12 12 13 13 14 15 15 16 16 17 18 19	1	Stab Actuator	\$ 2,475		600		
3 4 5 5 6 7 7 8 8 9 9 10 11 11 12 12 13 14 14 15 5 16 16 17 18 19 19	2	Generator (2)	\$ 5,200		2000	1	
6 7 7 8 9 9 9 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1							
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	Name:	(Current \$) \$ 28,600 \$ 63,800	/1000 HR	Hours	Cycles	Years
1	NG Gear Strut Actuator	\$ 28,600			20000	
2	MG Gear Strut Actuator	\$ 63,800			9000	
3	Control Syst Cables	\$ 6,600		2400		
4	Spoiler Ass'y	\$ 11,000		3600		
5	Generator Bearing (2)	\$ 4,200		1000		
6	Windshield (2)	\$ 77,000	0.14			
· · · · · · · · · · · · · · · · · ·	20000 Hr Items	\$ 330,000		20000		· · · · · · · · · · · · · · · · · · ·
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Engine Restoral/H	eavy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1 MPI	\$ 62,18	8	1400		
	2 CZI	\$ 194,58	3	4200		
	3 S/B Allowance	\$ 60,00	Ō	4200		
	4					
	5					
Replacement	1					
	2					
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	7					
	8					
	9			·		
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Maintenance Cost Data

Learjet 35/36

Database Date:

9

(383,201) \$

(386,851) \$

(102,044)

(78,759)

\$

\$

10

(406, 421)

(396,522)

(104,595)

(80,728)

FINANCIAL ANALYSIS (Page 1) 20-Jul-00 **DOE AL N135DE** Government Acquisition: Purchase 325 Hours/Year Learjet 35/36 Make/Model: Used Year 0 Revenue: Sales (Flt Hr) Sales (Month) Aircraft Sale Total **Cost Without Tax Impact:** (4,325,000) **Acquisition Cost** Principal Repayment Final Payment \$ (4,325,000) Total Cost With Tax Impact: Sales Tax Use Tax (Lease Only) (311,100) (312,816) (559,974) \$ (342,912) \$ (341,701) \$ (348,735)(374,172) \$ (369,103) \$ Variable Cost (368,210) (377,415) \$ (341,920) (350,468)(359, 229)(325,444)(333,580) \$ **Fixed Cost** (317,506) (97,127) (87,992) \$ (90,192) (92,447) (94,758)(99,555) \$ **Operations Overhead** (83,752) \$ (85,846) (64,641) \$ (71,352) (73, 135)(74,964)(76,838) \$ (66, 257)(67,913) \$ (69,611) \$ Admin Overhead (G&A) Depreciation Interest Lease Payments (875,857) (776,999) \$ (790,363) \$ (1,049,460) \$ (844,635) \$ (855,966) (914.472) \$ Total Tax Impact:

Income Tax
Capital Gains Tax

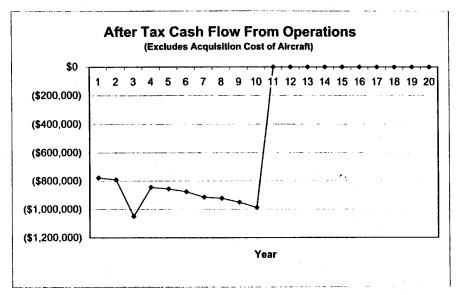
Total

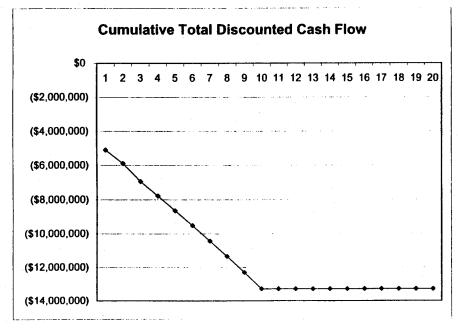
After Tax -		 	_		 	Т											
Total Cash Flow:	\$ (4,325,000)	\$ (776,999)	\$	(790,363)	\$ (1,049,4	60)	\$ (844,635)	\$ (855,966)	\$ (875,857)	\$ (914,472)	\$	(922,911)	\$	(950,854)	\$	(988,266)
Operating Cash Flow:		\$ (776,999)	\$	(790,363)	\$ (1,049,4	60)	\$ (844,635)	\$ (855,966)	\$ (875,857)	\$ (914,472)	\$	(922,911)	\$	(950,854)	\$	(988,266)
Present Value of Total	Cash Flow	\$ (776,999)	\$	(790,363)	\$ (1,049,4	60)	\$ (844,635)	\$ (855,966)	\$ (875,857)	\$ (914,472)	\$	(922,911)	\$	(950,854)	\$	(988,266)
Net Present Value:	\$ (4,325,000)	\$ (5,101,999)	\$	(5,892,362)	\$ (6,941,8	22)	\$ (7,	786,456)	\$ (8,642,423)	\$ (9,518,280)	\$ (10,432,752)	\$(11,355,663)	\$(12,306,517)	\$(3,294,783)

Used Learjet 35/36

11		12	13	14	15	16	17	18	19	20	Total	Year
!!	⊦		12									Revenues
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\$		<u>\$</u>	. 3	. 3	<u> </u>		2	¥	- 🗸	*	·	Aircraft Sale
\$	- 1	\$	<u>s</u> -	§	<u>\$</u>	<u> </u>	ž	<u>3</u>	\$ -	\$	🤶	
\$	-	\$ -	\$	\$ -	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -	3 -	Total
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												Cost Without Tax Impact:
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ž		Š	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Final Payment
<u>*</u>		ž	\$ -	Š	Š	\$ -	\$ -	Š -	\$ -	\$ -	\$ (4,325,000)	Total
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												· · · · · · · · · · · · · · · · · · ·
												Cost With Tax Impact:
<u>-</u>		e	ē	ē	Š	<u>s</u>	\$ -	\$ -	\$ -	\$ -	\$ -	Sales Tax
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<u> </u>		<u>\$</u>	<u> </u>	}	2	👰	Ž		· · · · · · · · · · · · · · · · · · ·	· *	\$ (3,750,135)	Variable Cost
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S	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ (938,306) \$ (724,198)	Operations Overhead
Š	1	\$ -	\$ -	Š -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (724,198)	Admin Overhead (G&A)
č	+	\$ -	\$ -	Š -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u>\$</u>	Depreciation
*		Š -	ě	ě	· ·	Š	\$ -	\$ -	\$ -	\$ -	\$ -	Interest
2		<u></u>	<u>*</u>	¥	<u>*</u>	ž	· · · · · · · · · · · · · · · · · · ·	ě	Š .	Š	Š	Lease Payments
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\$ -	-	\$ <u>-</u>	\$ -	\$ -	\$ - \$ -	\$. <u>\$</u>	\$ -	\$	\$	3	
\$	- 1	\$ -	\$ -	\$ -	\$ <u>-</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total
												After Tax -
\$	+	\$ -	š -	\$ -	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (13,294,783)	Total Cash Flow:
Ψ	+	<u> </u>	<u> </u>		I	ļ					,	
<u>s</u>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u>s</u> -	\$ -	\$ (8,969,783)	Operating Cash Flow:
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						-	<u>s</u> -	ē	š -	ė	\$ (8,969,783)	Present Value:
\$		\$ -	<u>\$</u>	\$ -	\$ -	\$ -	ð	\$	- *	Ψ	Ψ (0,303,103)	i i i i i i i i i i i i i i i i i i i
	l								1 1 1 1 1 1 1 1 1 1 1	A 225 BA4 -555	6 449 204 300	Net Dunnant Value
\$ (13 204 7	1831	\$ (13 294 783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	\$ (13,294,783)	3 (13,294,783)	Net Present Value

FINANCIAL ANA	AL Y S	OIS SUMMAI	κτ		Vers	ion 4.0 Software Cop	yrıghi	2000
DOE AL N135DE			Type o	f Operation:	Go	vernment		
Make/Model:		Used	Learje	t 35/36	Acc	quisition:	Pui	rchase
Program Length:		10	Years		Dat	te:	20-	Jul-00
Financial Informat	ion:		De	epreciation:	l		l	
Capital Gains Tax		0	%					
Corp Tax Rate:		0	%	Method:	Str	aightline	l	
Desired ROI:	•	0	%	Term:		10	l	
Interest Rate:		- 0	%	Residual:		110		
Inflation Rate:		2.5	%					
Ops Overhead:			%	+	\$	83,752.00	ΛYe	ar
Admin Overhead:			%	+	\$	64,641.00	ΛYe	ar
Revenue:	Š		/Flt Hr.	+	\$	-	/Mc	
Revenue Hours:	\$		Hrs/Yr					
Flight Hours:		325	Hrs/Yr	•				
Acquisition Cost:	\$	4,325,000		dual Value:	\$		1	
	<u> </u>	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		penses +		Tax Impact +		After Tax
Year		Revenue		reciation		Depreciation		Cash Flow
Acquisition Cost 0	\$		\$	(4,325,000)			\$	(4,325,00
Acquisition Cost U			ě	(776,999)			\$	(776,99
	. 💺		· 🖁	(790,363)			\$	(790,36
2	\$	-	3				\$	(1,049,46
3	\$		3	(1,049,460) (844,635)	3		₩.	(844,63
4 5	<u>\$</u>		<u>.</u>				\$	
	\$		\$	(855,966)			1	(855,96
6	\$		3	(875,857)			→	(875,85
7	\$		\$	(914,472)	\$		\$	(914,47
8	\$		\$	(922,911)		··· ··· · · · · · · · · · · · · · · ·	\$	(922,91
9	\$		\$	(950,854)			\$	(950,85
10	\$		\$	(988,266)		•	\$	(988,26
11	\$		\$	-	\$		\$	-
12	\$	-	\$		\$	-	\$	<u> </u>
13	\$		\$		\$		\$	-
14	\$		\$		\$	-	\$	
15	\$		\$		\$		\$	-
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17	\$	-	\$		\$	•	\$	-
18	\$	-	\$		\$	-	\$	-
19		-	\$	-	\$	-	\$	-
20	\$	•	\$	_	\$	-	\$	-
Total:		•	\$	(13,294,783)	\$	•	\$	(13,294,78
Investment:	\$	4,325,000			_			
	1		I		1		1	(13,294,78





ANNUAL COST

(Page 1)

20-Jul-00

(Page 2)

DOE AL N135DE

Government

Make/Model:

Used Learjet 35/36 Acquisition: Purchase

325 Hours/Year

Aircraft Value: \$ -			Resi	idual Value:	\$ -									
Variable Cost Year	1	1		2	3	4	5	6	7	8	9	10	To	tal
Fuel	s	90.188	S	92,442	\$ 94.753	\$ 97,122	\$ 99,550	\$ 102.039	\$ 104,590	\$ 107,205	\$ 109,885	\$112,632	\$1.01	0.405
Fuel Additives	\$	-	Š	-	S -	\$ -	S -	\$ -	S -	S -	\$ -	\$ -	S	-
Maint Labor	s	60.055	Š	61,556	\$ 63.095	\$ 64.673	\$ 66,289	\$ 67.947	\$ 69,645	\$ 71,387	\$ 73,171	\$ 75,000	\$ 67	2.819
Parts	S	45.665	Š	47,587	\$ 49,176	\$ 51,225	\$ 53,346	\$ 55.971	\$ 58,695	\$ 61,519	\$ 64.912	\$ 68,435		6.531
Inspections	Š		Š		\$ 224,781	\$ 2,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		7,689
Engine Restoral	\$		\$		\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	Š	-
Engine Guaranteed Mx Plan	s	69,804	Š	71,549	\$ 73,337	\$ 75,171	\$ 77,050	\$ 78,976	\$ 80,951	\$ 82,974	\$ 85,049	\$ 87,175	\$ 78	2,035
Avionics Guaranteed Mx Plan	\$	-	S	- 1,19	s -	S -	s -	S -	\$ -	\$ -	S -	\$ -	S	-
Component Overhaul (All)	S	2.475	Š	-	\$ 2,600	\$ 5,600	\$ 2,732	S -	\$ 2,870	\$ -	\$ 3,016	\$ 9.585	\$ 2	8.878
Life Limited Components (All)	Š	7.704	S	3.591	\$ 15.238	\$ 8,296	\$ 3,867	\$ 3,964	\$ 16,588	\$ 4,165	\$ 4,269	\$ 9,621	\$ 7	7,301
Other Services	Ť	.,,,,	Ť		.,	, , , , , , , , , , , , , , , , , , ,			,				<u> </u>	
Flight Hour Cost	S	445	s	456	\$ 468	\$ 479	\$ 491	\$ 504	\$ 516	\$ 529	\$ 542	\$ 556	S	4.988
Fixed Cost	Š		Š		\$ -	\$ -	\$ -	\$	S -	S -	\$ -	\$ -	S	-
Landing/Parking Fees	S	2.350	Š	2.408	\$ 2,469	\$ 2,530	\$ 2,594	\$ 2,659	\$ 2,725	\$ 2,793	\$ 2,863	\$ 2.935	+	6.325
Crew Expenses	\$	32.416	\$	33,226	\$ 34,057	\$ 34,908	\$ 35,781	\$ 36,675	\$ 37,592	\$ 38,532	\$ 39,495	\$ 40,483	·	3,163
Small Supplies	s	- 02,410	S		\$ -	S -	\$ -	\$ -	\$ -	S -	\$ -	\$ -	S	-
Оптан Опринез	-		*		-		1	7		- -	<u> </u>	 	T	
Total Variable Cost	s	311,100	5	312.816	\$ 559,974	\$342,912	\$341,701	\$ 348,735	\$374,172	\$369,103	\$ 383,201	\$406,421	\$3.75	0.135
Total Variable Cost		311,100	L.Ψ	312,010	9 000,014	4042,512	1 4011,701	4 040,100	40.4,112	4000,100	9000,201	1 4 100,121	1 40,10	
Fixed Cost Year	1	1		2	3	4	5	6	7	8	9	10	To	otal
Salaries														
Pilot/Flight Crew	\$	124,394	\$	127,504	\$ 130,691	\$ 133,959	\$137,308	\$ 140,740	\$144,259	\$147,865	\$151,562	\$155,351	\$ 1,39	3,633
Maintenance Technicians	\$	41,227	\$	42,258	\$ 43,314	\$ 44,397	\$ 45,507	\$ 46,645	\$ 47,811	\$ 49,006	\$ 50,231	\$ 51,487	\$ 46	1,882
Other	\$		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Benefits	\$	49,686	\$	50,928	\$ 52,202	\$ 53,507	\$ 54,844	\$ 56,215	\$ 57,621	\$ 59,061	\$ 60,538	\$ 62,051	\$ 55	6,655
Hangar	\$	-	\$	- 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	•
Insurance														
Hull	\$	-	\$		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Liability	\$	1,230	\$	1,261	\$ 1,292	\$ 1,325	\$ 1,358	\$ 1,392	\$ 1,426	\$ 1,462	\$ 1,499	\$ 1,536	\$ 1	3,780
Miscellaneous														
Training Pilot/Maint	\$	95,406	\$	97,791	\$ 100,236	\$102,742	\$ 105,310	\$ 107,943	\$110,642	\$113,408	\$116,243	\$119,149	\$1,06	8,870
Management Fee	\$	•	\$	-	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Brokerage Fee	\$	-	\$	-	S -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
New Int/Paint/Avionics	\$	-	\$	-	S -	\$ -	\$ -	S -	\$ -	\$ -	\$ -	\$ -	\$	-
Modernization	5		S	-	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	•
Nav/Weather Services	5	5,563	Š	5,702	\$ 5,845	\$ 5,991	\$ 6,141	\$ 6,294	\$ 6,451	\$ 6,613	\$ 6,778	\$ 6,947	\$ 6	2,324
Comp Maint Service	S		S	-	s -	S -	S -	\$ -	S -	\$ -	S -	\$ -	S	-
Refurbishing	S	-	\$	-	<u>s</u> -	\$ -	\$ -	\$ -	S -	\$ -	\$ -	\$ -	\$	-
Other	S		\$		s -	s -	S -	S -	\$ -	\$ -	\$ -	\$ -	S	
- Outer	Ť		<u> </u>		<u> </u>	<u> </u>					<u> </u>	<u> </u>	1	
Total Fixed Cost	S	317.506	S	325,444	\$ 333,580	\$341,920	\$350,468	\$ 359,229	\$368,210	\$377,415	\$386.851	\$396,522	\$3,55	57,144
					,	L.3			<u> </u>				1	
Finance/Lease Cost	\$	-	\$	-	\$ -	\$ -	S -	\$ -	\$ -	\$ -	S -	\$ -	\$	
Aircraft Cash Payment/Resale	\$	-	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
Final Payment/Loan Payoff	\$	-	\$	•	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5	
Operations Overhead	5	83,752	\$	85,846	\$ 87,992	\$ 90,192	\$ 92,447	\$ 94,758	\$ 97,127	\$ 99,555	\$102,044	\$ 104,595		88,306
Administrative Overhead (G&A)	\$	64,641	\$	66,257	\$ 67,913	\$ 69,611	\$ 71,352	\$ 73,135	\$ 74,964	\$ 76,838	\$ 78,759	\$ 80,728	\$ 72	4,198
													ļ	
Total Annual Cost	\$	776,999	\$	790,363	########	\$844,635	\$855,966	\$ 875,857	\$914,472	\$922,911	\$950,854	\$988,266	\$8,96	9,783

Cost Of Ownership Analysis

For:

Add Lear

20-Jul-00

Aircraft:

Learjet 35/36

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

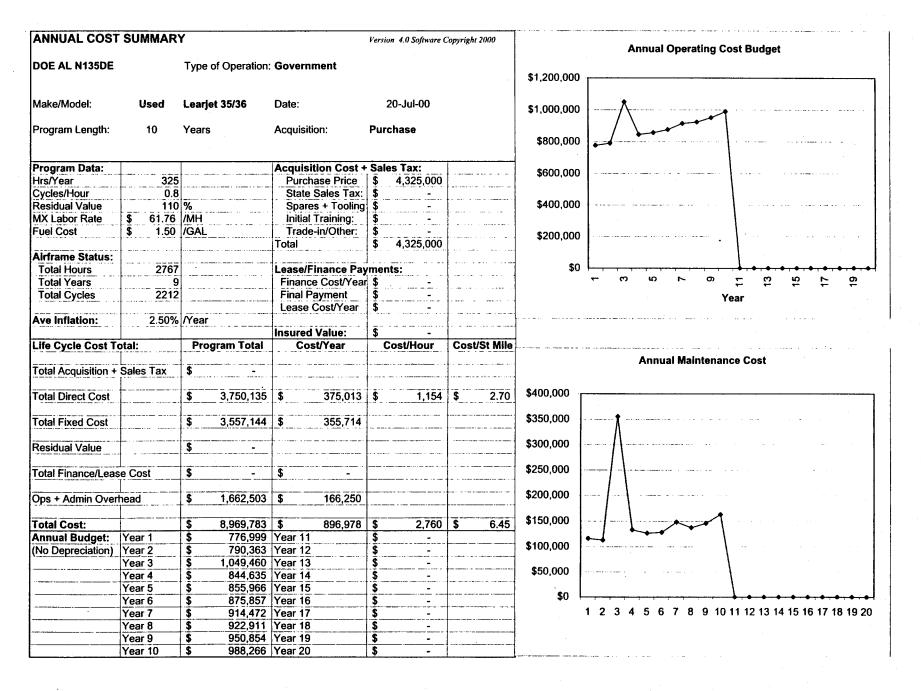
Government

Base of operation:

--

Notes:

Lear 35 Future Fleet GOCO



Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1						
2						
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ngine Restoral/Heavy M	laintenance	Total Cost	Prem Removals	Frequency		1
	Name:	(Current \$)	/1000 HR	Houre	Cycles	Years
Inspection 1						1
2						
3		1				
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5						t
Replacement 1						
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Maintenance Cost Data

Database Date:

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ANNUAL COST

(Page 1)

7-Jun-00

(Page 2)

DOE AL N162DE

Government

Make/Model:

Used

Acquisition: Purchase

313.57 Hours/Year

Aircraft Value: \$ -		Residual Value:	\$ ·								
Variable Cost Year	1	2	.3	4	5	6	7	8	9	10	Total
Fuel	\$ 31,966	\$ 32,655	\$ 33,472	\$ 34,308	\$ 35,166	\$ 36,045	\$ 36,946	\$ 37,870	\$ 38,817	\$ 39,787	\$ 357,033
Fuel Additives	\$.	\$ -	\$ -	\$ -	\$	\$	\$.	\$.	\$	\$.	\$ -
Maint Labor	\$ 65,913	\$ 67,561	\$ 69,250	\$ 70,981	\$ 72,756	\$ 74,575	\$ 76,439	\$ 78,350	\$ 80,309	\$ 82,316	\$ 738,449
Parts	\$ 29,976	\$ 30,725	\$ 31,494	\$ 32,281	\$ 33,088	\$ 33,915	\$ 34,763	\$ 35,632	\$ 36,523	\$ 37,436	\$ 335,833
Inspections	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -	\$ -
Engine Restoral	\$.	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Engine Guaranteed Mx Plan	\$ 30,655	\$ 31,421	\$ 32,206	\$ 33,012	\$ 33,837	\$ 34,683	\$ 35,560	\$ 36,439	\$ 37,350	\$ 38,283	\$ 343,435
Avionics Guaranteed Mx Plan	š -	s	\$	\$ -	\$	\$	\$ -	\$	\$	\$	\$
Component Overhaul (All)	s	\$	\$	ŝ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Life Limited Components (All)	\$ 935	\$ 958	\$ 982	\$ 1,007	\$ 1,032	\$ 1,058	\$ 1,084	\$ 1,111	\$ 1,139	\$ 1,168	\$ 10,475
Other Services	1	1	1		1 1,						
Flight Hour Cost	\$ 411	\$ 421	\$ 432	\$ 442	\$ 453	\$ 465	\$ 476	\$ 488	\$ 500	\$ 513	\$ 4,602
Fixed Cost	Š	\$	Š	s ·	\$	\$.	\$ -	\$	\$	ŝ	s
Landing/Parking Fees	\$ 755	\$ 2,324	\$ 2,382	\$ 2,441	\$ 2,502	\$ 2,565	\$ 2,629	\$ 2,695	\$ 2,762	\$ 2,831	\$ 23,887
the second district and the second se	\$ 5,562	\$ 32,067	\$ 32,859	\$ 33,680	\$ 34,522	\$ 35,385	\$ 36,270	\$ 37,177	\$ 38,106	\$ 39,069	\$ 324,678
Crew Expenses	0,002	3 32,007	4 32,605	\$ 33,000	\$ 34,022	\$ -	\$ 50,270	*	30,100	\$ 33,003	4 324,070
Small Supplies	1	· · · · · · · · · · · · · · · · · · ·	2	7	7	· · · · · · · · · · · · · · · · · · ·	. 	· · · · · · · · · · · · · · · · · · ·		·	Y
Total Variable Cost	\$166,172	\$ 198,123	\$ 203,076	\$ 208,153	\$213,367	\$ 218,691	\$224,158	\$229,762	\$ 235,506	\$241,394	\$2,138,391
Fixed Cost Year	1	2	3	4	6	6	7	В	9	10	Total
Salaries	·			2			· · · · · · · · · · · · · · · · ·				
Pilot/Flight Crew	\$107,344	\$ 110,028	\$ 112,778	\$115,598	\$118,488	\$ 121,450	\$124,486	\$127,598	\$130,788	\$134,058	\$1,202,616
Maintenance Technicians	\$ 42,529	\$ 43,592	\$ 44,682	\$ 45,799	\$ 46,944	\$ 48,118	\$ 49,321	\$ 50,554	\$ 61,817	\$ 53,113	\$ 476,469
Other	4 42,028	43,052	44,002	4 40,733	4 70,577	4 . 70,110	4 70,021	4 00,004	4 01,017	4 03,113	4,0,408
Benefits	\$ 37,381	\$ 38,082	\$ 39,034	\$ 40,010	\$ 41,011	\$ 42,036	\$ 43,087	\$ 44,164	\$ 45,268	\$ 46,400	\$ 416,473
Andrew Control of the	4 37,381	\$ 30,002	8 35,034	40,010	4 71,011	4 42,030	4 43,007	4 44,104	4 40,200	4 40,400	4 410,475
Hangar			7	*	7	¥	· · · · · · · · · · · · · · · · · · ·			2	1
Insurance						A	-			1 · ···	
Hull	\$	1	3	1 225	1 250	4	1 400	4 - 400	1 100	\$ 1.536	\$ 13.780
Liability	\$ 1,230	\$ 1,261	\$ 1,292	\$ 1,325	\$ 1,358	\$ 1,392	\$ 1,426	\$ 1,462	\$ 1,499	\$ 1,536	\$ 13,780
Miscellaneous											, £60
Training Pilot/Maint	\$ 60	\$ 61	\$ 53	\$ 64	\$ 55	\$ 57	\$ 58	\$ 69	\$ 61	\$ 62	\$ 560
Management Fee	<u>\$</u>	\$	<u>\$</u> : :	\$	\$	\$	Ş	\$	<u>\$</u>	\$	5
Brokerage Fee	<u>\$</u>	\$	\$ -	\$	\$	5	\$ ·	\$	\$	\$ *	\$
New Int/Paint/Avionics	<u>\$</u>	\$	\$	ş	\$	\$	§	. S	ş -	Ş	\$
Modernization	. \$	\$	\$	ş <u>-</u>	\$	\$	ş	\$	\$	ş .	S
Nav/Weather Services	\$ 1,416	\$ 1,461	\$ 1,488	\$ 1,525	\$ 1,563	\$ 1,602	\$ 1,642	\$ 1,683	\$ 1,725	\$ 1,768	\$ 15,864
Comp Maint Service	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <u>*</u>	\$	\$
Refurbishing		·	·								ا ف
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ ·	\$	\$	\$.		•
Other	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ ·	\$ -	\$	\$	\$	s
Other Total Fixed Cost	\$ 189,950	\$ - \$ 194,466	\$ - \$ 199,327	\$ 204,310	\$ 209,418	\$	\$ 220,020	\$ 225,520	\$ 231,158	\$ 236,937	\$ \$2,125,761
Total Fixed Cost	\$ 189,950	\$ 194,466	\$ - \$ 199,327	\$ 204,310	\$	\$ 214,654	\$ 220,020	\$ 225,520	\$ 231,158	\$ 236,937	\$ 2,125,761
Total Fixed Cost	\$ -	\$ 194,466	\$ 199,327 \$ 199,327	\$ 204,310	\$	\$ 214,654	\$ 220,020	\$ 225,520	\$ 231,158	\$ 236,937	\$ 2,125,761 \$ 2,125,761
Total Fixed Cost Finance/Lease Cost Aircraft Cash Payment/Resale	\$ 189,950	\$ 194,466	\$ - \$ 199,327	\$ 204,310	\$	\$ 214,654	\$ 220,020	\$ 225,520	\$ 231,158	\$ 236,937	\$ 2,125,761 \$ 5
Total Fixed Cost Finance/Lease Cost Aircraft Cash Payment/Resale Final Payment/Loan Payoff	\$ - \$ -	\$ -	\$. \$.	\$ -	\$ 209,418	\$.	\$ -	\$.	\$	\$ - \$ -	\$ \$
Total Fixed Cost Finance/Lease Cost Aircraft Cash Payment/Resale Final Payment/Loan Payoff Operations Overhead	\$ - \$ - \$ - \$ 237,226	\$ - \$ - \$ 243,156	\$ - \$ - \$ 249,235	\$. \$. \$ 255,465	\$ 209,418 \$ - \$ - \$ - \$ 261,852	\$ \$ \$ \$ 268,398	\$ - \$ - \$ 275,108	\$ \$ \$ \$281,986	\$ \$ \$ \$ 289,036	\$ \$ \$ \$296,262	\$ \$ \$ \$2,667,722
Total Fixed Cost Finance/Lease Cost Aircraft Cash Payment/Resale Final Payment/Loan Payoff	\$ - \$ -	\$ -	\$. \$.	\$ -	\$ 209,418	\$.	\$ -	\$.	\$	\$ - \$ -	\$ \$

Maintenance Cost Data		••			Database Date:	Jan-00
Labor MH/FH]	Parte 4/FH			
Airframe:	0.00	MH/FH	Airframe:	\$ 51.86	/FH	
Engine:	0.00		Engine:	\$ -		
Avionics:	0.00		Avionics:	\$ -		
Guaranteed Maintenance Pla	ne					
Engine:	Yes	Avionics:	No	APU:	No	
			L			
						· · · · · · · · · · · · · · · · · · ·
Inspections		Inspection Cost	Inspection Cycle	Frequency		
	Name:				Cycles	Years
Inspections Recurring 1	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
	Name:	Inspection Cost	Inspection Cycle	Frequency		Years
Recurring 1 2 3 4 5 6 7	Name:	Inspection Cost	Inspection Cycle	Frequency		Years

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
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One Time

Cost Of Ownership Analysis

For:

DOE AL N162DE

7-Jun-00

Aircraft:

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

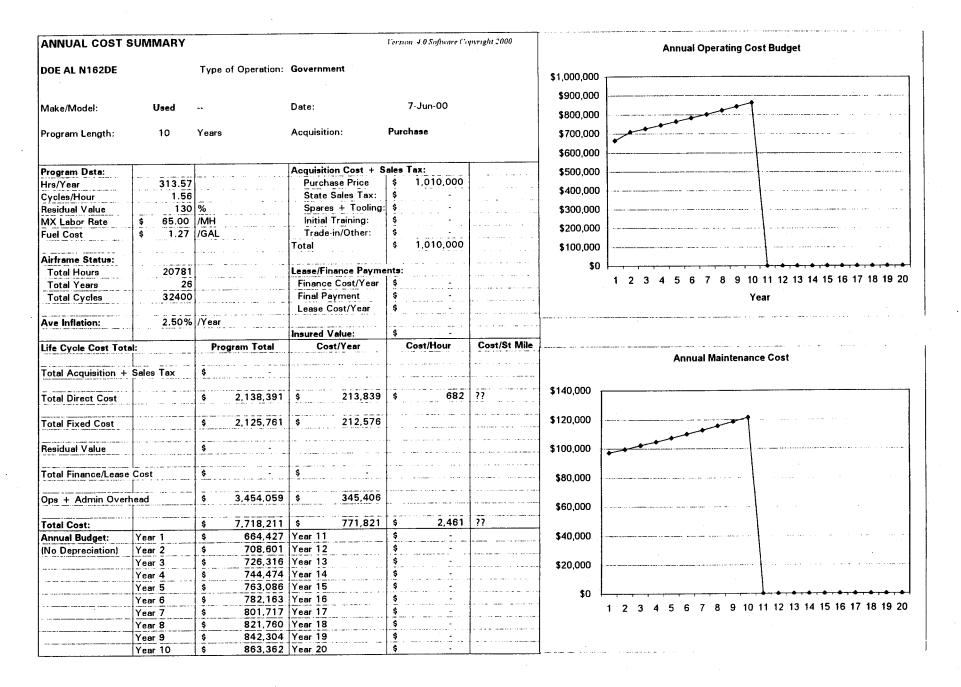
Government

Base of operation:

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Notes:

Dash 6 Present Fleet - Costs Normalized



Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Windshield (2)	\$ 108,000	0.28			
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Engine Restoral/Heav	y N	/laintenance		Total Cost	Prem Removals	Frequency		
		Name:	Ī	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	H.S.I (First Run)	\$	200,000		3500	İ	10
	2	Overhaul (First Run)	\$	410,000		7000		20
	3	H.S.I (Second Run)	\$	50,000		10500		30
	4	Overhaul (Second Run)	\$	40,000		14000		40
	5		1					
Replacement	1							
	2		-					· · · ·
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Maintenance Cost Data

Guifetream III

Database Date:

• . **ANNUAL COST**

(Page 1)

9-Jun-00

(Page 2)

DOE AL N334DD

Government

Make/Model: Used Gulfstream III Acquisition: Purchase 350 Hours/Year

Aircraft Value:

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Residual Value: \$

			 	•												
Variable Cost Year	1	1	 2		3		4	6	6	Ī	7	8	9		10	 Total
Fuel	\$	244,650	\$ 250,766	\$	267,036	\$	263,461	\$270,048	\$ 276,799	\$	283,719	\$ 290,812	\$ 298,082	\$	305,534	\$ 2,740,907
Fuel Additives	\$	· · · · · · · · · · · · · · · · · · ·	\$ 	\$		\$	-	\$ -	\$ •	\$	-	\$ -	\$ •	\$	-	\$
Maint Labor	\$	90,242	\$ 92,498	\$	94,811	\$	97,181	\$ 99,610	\$ 102,101	\$	104,663	\$ 107,269	\$ 109,951	\$	112,700	\$ 1,011,016
Parts	\$	84,770	\$ 86,889	\$	89,061	\$	91,288	\$ 93,570	\$ 95,909	\$	98,307	\$ 100,766	\$ 103,284	\$	105,866	\$ 949,711
Inspections	\$	9,250	\$ 92,378	\$	38,821	\$	97,055	\$ 10,210	\$ 288,086	\$	10,727	\$ 107,130	\$ 45,020	\$	112,554	\$ 811,230
Engine Restoral	\$		\$ 	\$	-	\$	-	\$.	\$ -	\$		\$ -	\$ 	\$	624,431	\$ 624,431
Engine Guaranteed Mx Plan	\$		\$ 	\$	-	\$	•	\$ -	\$ -	\$	-	\$ -	\$ -	\$	-	\$
Avionics Guaranteed Mx Plan	\$		\$ 	\$	-	\$	•	\$ -	\$ -	\$	-	\$ •	\$ -	\$	-	\$ -
Component Overhaul (All)	\$	137,500	\$ 	\$	22,063	\$	-	\$ -	\$ -	\$	-	\$	\$ 	\$	-	\$ 169,663
Life Limited Components (All)	\$	10,584	\$ 10,849	\$	11,120	\$	11,398	\$ 11,683	\$ 11,975	\$	12,274	\$ 12,581	\$ 12,896	\$	13,218	\$ 118,577
Other Services			 			Ι							 •			\$ - 1
Flight Hour Cost	\$		\$ 	\$		\$		\$ -	\$ -	\$	-	\$ -	\$ -	\$	-	\$ - 1
Fixed Cost	\$	-	\$ 	\$	-	\$		\$ -	\$	\$	-	\$ -	\$ -	\$		\$ - 1
Landing/Parking Fees	\$	2,631	\$ 2,694	\$	2,659	\$	2,726	\$ 2,793	\$ 2,863	\$	2,935	\$ 3,008	\$ 3,083	\$	3,160	\$ 28,350
Crew Expenses	\$	34,909	\$ 35,782	\$	36,676	\$	37,593	\$ 38,633	\$ 39,496	\$	40,484	\$ 41,496	\$ 42,533	\$	43,597	\$ 391,099
Small Supplies	\$	-	\$ 	\$	-	\$	-	\$ -	\$ •	\$	- 1	\$ -	\$ -	\$	-	\$
Total Variable Cost	\$	614,436	\$ 671,756	\$	552,246	\$	600,701	\$ 526,448	\$ 817,228	\$	553,099	\$ 663,061	\$ 614,849	\$1	,321,060	\$ 6,834,884

Fixed Cost	Year	11	L	2		3		4	6	1	6		7	Γ	8	Г	9		10	Total
Salaries							_			T		Ī -		1				1		
Pilot/Flight Crew		\$ 124,394	\$	127,504	\$	130,691	\$	133,959	\$137,308	\$	140,740	\$	144,259	\$	147,865	\$	161,662	\$	166,361	\$ 1,393,633
Maintenance Technicians		\$ 44,398	\$	45,608	\$	46,646	\$	47,812	\$ 49,007	\$	50,232	\$	51,488	\$	62,776	\$	64,096	\$	55,447	\$ 497,408
Other	1	\$ 23,706	\$	24,299	\$	24,906	\$	25,529	\$ 26,167	\$	26,821	\$	27,492	\$	28,179	\$	28,883	\$	29,606	\$ 265,587
Benefits		\$ 67,749	\$	59,193	\$	60,673	\$	62,190	\$ 63,746	\$	65,338	\$	66,972	\$	68,646	\$	70,362	\$	72,121	\$ 646,989
Hangar		\$ -	\$		\$		\$	<u> </u>	\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$ -
Insurance			1							Ι		L								\$ -
Hull		\$ -	\$		\$		\$		\$ -	\$	-	\$	-	\$	-	\$		\$		\$ -
Liability		\$ 3,690	\$	3,782	\$	3,877	\$	3,974	\$ 4,073	\$	4,175	\$	4,279	\$	4,386	\$	4,496	\$	4,608	\$ 41,340
Miscellaneous	[1																	\$ -
Training Pilot/Maint		\$ 26,600	\$	27,265	\$	27,947	\$	28,645	\$ 29,361	\$	30,095	\$	30,848	\$	31,619	\$	32,410	\$	33,220	\$ 298,010
Management Fee		\$ -	\$		\$		\$	-	\$ -	\$	-	\$	-	\$	-	\$		\$		\$ -
Brokerage Fee		\$.	\$		\$		\$		\$ -	\$		\$	-	\$	-	\$		\$		\$ -
New Int/Paint/Avionics		\$ -	\$		\$		\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$ -
Modernization		\$	\$		\$		\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$
Nav/Weather Services		\$ 5,942	\$	6,091	\$	6,243	\$	6,399	\$ 6,559	\$	6,723	\$	6,891	\$	7,063	\$	7,240	\$	7,421	\$ 66,670
Comp Maint Service		\$ -	\$	<u>.</u>	\$	-	\$	-	\$ -	\$	-	\$	-	\$	-	\$		\$		\$.
Refurbishing		\$ -	\$		\$		\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	\$		\$ -
Other		<u>\$</u> -	\$		\$_		\$		\$ -	\$:	\$		\$		\$		\$	•	\$
Total Fixed	Cost	\$ 286,479	\$	293,641	\$	300,982	\$	308,507	\$316,220	\$	324,125	\$	332,228	\$	340,534	š	349.047	\$	367,774	\$ 3,209,538

Finance/Lease Cost	\$ -	\$ -	\$	-	\$		\$	-	\$		\$	-	\$ -	\$	-	\$	•	\$		-
Aircraft Cash Payment/Resale	\$ -	\$ 	\$	-	\$	-	\$	-	\$	-	\$	-	\$ •	\$		\$	-	\$		
Final Payment/Loan Payoff	\$ -	\$ -	\$	-	\$		\$	•	\$	-	\$	-	\$ 	\$		\$		\$		
Operations Overhead	\$ 90,195	\$ 92,450	\$	94,761	\$	97,130	\$ 99,6	58	\$ 10:	2,047	\$	104,599	\$ 107,214	\$	109,894	\$	112,641	\$	1,010,4	89
Administrative Overhead (G&A)	\$ 51,682	\$ 52,974	\$	64,298	\$	55,656	\$ 67,0	47	\$ 58	3,473	\$	59,936	\$ 61,434	\$	62,969	\$	64,544	\$	679,0	13
		 									_						. 1	i		
Total Annual Cost	\$ 1,042,792	\$ 1,010,821	\$ 1	1,002,288	\$1,	061,994	\$999,2	73	\$1,30	1,874	\$ 1	,049,861	\$ 1,172,243	\$ 1	,136,760	\$1	866,019	\$1	1,633,9	24

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Gulfetream III

Database Date:

Labor MH/FH			Parts 4/FH		
Airframe:	3.21	MH/FH	Airframe:	\$ 242.20	/FH
Engine:	0.00		Engine:	\$ -	
Avionics:	0.00		Avionics:	\$ 	

Guaranteed Maintenance					
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycle	Frequency		
7	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1 12 Month	\$ 9,250				1 .
	2 24 Month	\$ 90,125				2
	3 36 Month	\$ 20,000				3
	4 72 Month	\$ 118,150				6
	5 Flight Control Hinge	\$ 38,650				6
	6 Wing NDT	\$ 7,700	l l			3
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1	2					
One Time	1					
	2					

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Landing Gear (3)	\$ 137,500			5000	
2	M/G Brace (2)	\$ 22,000			4000	
3	Bootstrap Turbine	\$ 21,000		4000		
	Thrust Reverser (2)	\$ 160,000			4000	T
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18		1				
19		1				
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Cost Of Ownership Analysis

For:

DOE AL N334DD

9-Jun-00

Aircraft:

Gulfstream III

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

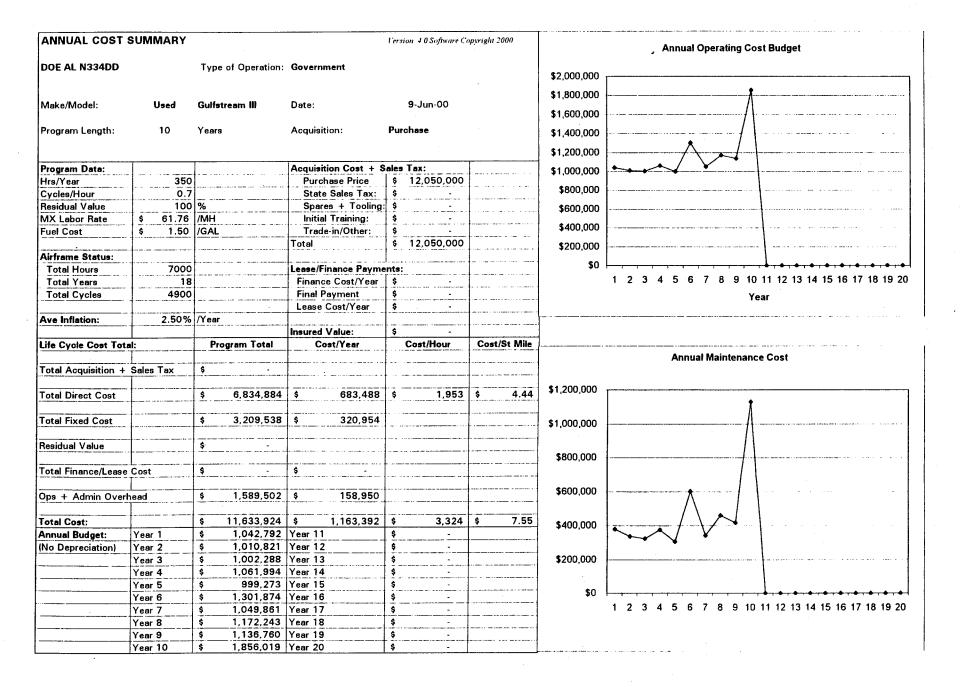
Base of operation:

New Mexico

Additional state taxes or fees not included in the analysis that may be applicable:
- Aircraft Registration Fee

Notes:

Gulfsteam III Future Fleet GOGO



Life Limited Parte		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$) \$ 108,000	/1000 HR	Hours '	Cycles	Years
	1 Windshield (2)	\$ 108,000	0.28			
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	3	1				
	4	1				
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	7	1				
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ngine Restoral/Hea	ıvy N	faintenance		Total Cost	Prem Removals	Frequency		
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	H.S.I (First Run)	\$	200,000		3500		10
	2	Overhaul (First Run)	\$	410,000		7000		20
	3	H.S.I (Second Run)	\$	50,000		10500		30
	4	Overhaul (Second Run)	\$	40,000		14000		40
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Replacement	1							
	2		1					
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Maintenance Cost Data

Gulfstream III

Database Date:

ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE AL N334DD

Government

Make/Model:

Used Gulfstream III

Acquisition: Purchase

350 Hours/Year

Aircraft Value:

ė

Residual Value: \$

Variable Cost Yea	r	1	Ι	2	Т	3	4	Т	6	Г	6	7	 8	9	-	10		Total
Fuel	\$	244,650	\$	250,766	\$	257,035	\$ 263,461	\$	270,048	\$	276,799	\$ 283,719	\$ 290,B12	\$ 298.082	ŝ	305,534	š	2,740,907
Fuel Additives	\$		\$	-	\$	-	\$ -	\$	-	\$	•	\$ 	\$ -	\$ 	\$	· · · · · · · · · · · · · · · · · · ·	\$	men Azamer
Maint Labor	\$	90,242	\$	92,498	\$	94,811	\$ 97,181	\$	99,610	\$	102,101	\$ 104,653	\$ 107,269	\$ 109,951	\$	112,700	\$	1,011,016
Parts	\$	84,770	\$	86,889	\$	89,061	\$ 91,288	\$	93,570	\$	95,909	\$ 98,307	\$ 100,765	\$ 103,284	\$	105.866	\$	949,711
Inspections	\$	9,250	\$	92,378	\$	38,821	\$ 97,055	\$	10,210	\$	288,085	\$ 10,727	\$ 107,130	\$ 45,020	\$	112.554	\$	811,230
Engine Restoral	\$	<u>.</u>	\$		\$	-	\$ -	\$		\$	-	\$ -	\$ -	\$ -	\$	624,431	\$	624,431
Engine Guaranteed Mx Plan	\$		\$		\$	-	\$ 	\$	-	\$		\$ -	\$ -	\$ -	\$		\$	
Avionics Guaranteed Mx Plan	\$		\$		\$		\$ 	\$		\$	-	\$ -	\$ -	\$ -	\$	-	\$	
Component Overhaul (All)	\$	137,500	ş		\$	22,063	\$ 	\$		\$	-	\$ -	\$ -	\$ -	\$		\$	169,563
Life Limited Components (All)	\$	10,584	\$	10,849	\$	11,120	\$ 11,398	\$	11,683	\$	11,975	\$ 12,274	\$ 12,581	\$ 12,896	\$	13,218	\$	118,577
Other Services	ļ.,							L					 	 			\$	-
Flight Hour Cost	\$		\$		\$		\$	\$		\$	-	\$ -	\$ -	\$	\$		\$	-
Fixed Cost	\$		\$		\$		\$ 	\$		\$	-	\$ -	\$ -	\$	\$	- 1	\$	-
Landing/Parking Fees	\$	2,631	\$	2,694	\$	2,669	\$ 2,726	\$	2,793	\$	2,863	\$ 2,935	\$ 3,008	\$ 3,083	\$	3,160	\$	28,350
Crew Expenses	\$	34,909	\$	35,782	\$	36,676	\$ 37,593	\$	38,533	\$	39,496	\$ 40,484	\$ 41,496	\$ 42,533	\$	43,597	\$	391,099
Small Supplies	\$		\$		\$	-	\$ -	\$		\$	-	\$ -	\$ -	\$	\$	- 1	\$	
	.	= = = = = = = :	l					_						 			-	-
Total Variable Cos	t \$	614,436	\$	671,766	\$	552,246	\$ 600,701	\$	526,448	\$	817,228	\$ 553,099	\$ 663,061	\$ 614,849	\$ 1	.321.060	\$	6.834.884

Fixed Cost	Year	1	1	2	3		4		5	6		7	Ī	8		9	10)	Total
Salaries					I	1					_ _		1						
Pilot/Flight Crew		\$ 124,394	\$	127,504	\$ 130,691	\$	133,959	\$137	,308	\$ 140,74	0 \$	144,259	\$	147,865	\$	161,562	\$ 150	3,351	\$ 1,393,633
Maintenance Technicians	I	\$ 44,398	\$	45,508	\$ 46,646	\$	47,812	\$ 49	,007	\$ 50,23	2 \$	61,488	\$	52,775	\$	64,095		,447	\$ 497,401
Other		\$ 23,706	\$	24,299	\$ 24,906	\$	25,529	\$ 26	,167	\$ 26,82	1 \$	27,492	\$	28,179	\$	28,883		606	\$ 265,68
Benefits		\$ 57,749	\$	59,193	\$ 60,673	\$	62,190	\$ 63	,745	\$ 65,330	3 \$	66,972	\$	68,646	\$	70,362		121	\$ 646,989
Hangar		\$ -	\$		\$ -	\$	-	\$		\$	- \$		\$	· · · · · · · · · · · · · · · · · · ·	\$		\$		\$
Insurance						1		1											\$
Hull		\$ -	\$		\$ -	\$	-	\$	-	\$	- \$		ŝ		\$		\$		\$
Liability		\$ 3,690	\$	3,782	\$ 3,877	\$	3,974	\$ 4	,073	\$ 4,176	5 \$	4.279	\$	4,386	\$	4,498	\$ 4	,608	\$ 41,340
Miscellaneous			1]				······································					2	·	\$
Training Pilot/Maint		\$ 26,600	\$	27,265	\$ 27,947	\$	28,645	\$ 29	,361	\$ 30,096	\$	30,848	\$	31,619	\$	32,410	\$ 33	,220	\$ 298,010
Management Fee		\$ -	\$		\$ -	\$		\$		\$	- \$	-	\$		\$		\$		\$
Brokerage Fee		\$ -	\$	-	\$ -	\$	-	\$		\$	- \$	-	\$		\$,	\$	- 1	\$
New Int/Paint/Avionics		\$.	\$		\$ -	\$		\$	- 1	\$	- \$	-	\$		Ś		\$	-]	\$
Modernization		\$ -	\$	-	\$ -	\$	-	\$	-	\$	- \$	-	\$	-	Ś		\$. 1	ŝ
Nav/Weather Services		\$ 5,942	\$	6,091	\$ 6,243	\$	6,399	\$ 6	559	\$ 6,723	3 8	6,891	ŝ	7,063	Ś	7,240	\$ 7	421	\$ 66,670
Comp Maint Service		\$ -	\$	-	\$ -	\$	•	\$		\$	- \$	-	\$	-	\$		Š	- 1	\$
Refurbishing		\$ -	\$	•	\$ -	\$	-	\$		\$	- \$		Ś	-	Ś		\$.]	\$
Other		\$	\$	-	\$ -	\$		\$		\$	- \$		\$		\$		\$	-	\$
Total Fixed	Cost	\$ 286,479	\$	293,641	\$ 300,982	\$	308,507	\$316	.220	\$ 324,125	Ś	332,228	\$	340,534		349,047	\$ 357	.774	\$ 3,209,638

Finance/Lease Cost	\$ 	\$		\$ -	\$ -	1	\$ ·	\$ ·····	\$	-	\$ 	\$ 	\$	-	\$	
Aircraft Cash Payment/Resale	\$	\$	-	\$ -	\$	1	\$ -	\$ 	\$		\$ 	\$	\$		\$	
Final Payment/Loan Payoff	\$ -	\$	-	\$ -	\$ -	\$; .	\$	\$		\$ 	\$	\$		\$. '
Operations Overhead	\$ 90,195	\$	92,450	\$ 94,761	\$ 97,130	\$	99,668	\$ 102,047	\$	104,599	\$ 107,214	\$ 109,894	\$	112,641	\$	1,010,489
Administrative Overhead (G&A)	\$ 17,476	\$	17,913	\$ 18,361	\$ 18,820	\$	19,290	\$ 19,772	\$	20,267	\$ 20,773	\$ 21,293	\$	21,825	\$	195,790
						1		 	-			· ·			İ	
Total Annual Cost	\$ 1,008,586	45	975,760	\$ 966,350	\$ 1,025,158	\$	961,516	\$ 1,263,173	\$	1,010,193	\$ 1,131,682	\$,095,083	\$ 1	,813,300	\$	11,250,701

Inspection Inspection Cost Inspection Cycle Frequency	Maintenance Cost
Engine: 0.00 Engine: \$ -	abor MH/FH
Avionics: 0.00 Avionics: \$	Airframe:
Comparison Com	Engine:
Inspection Inspection Cost Inspection Cycle Frequency	Avionics:
Inspection Inspection Cost Inspection Cycle Frequency	., , , , , , , , , , , , , , , , , , ,
Inspection Inspection Cost Inspection Cycle Frequency	Suaranteed Maintenan
Name: Total (Current \$) Start (Hrs) Hours Cycles	Engine:
Name: Total (Current \$) Start (Hrs) Hours Cycles	
Recurring 1 12 Month \$ 9,250	nepectione
2 24 Month \$ 90,125 3 36 Month \$ 20,000 4 72 Month \$ 118,150 5 Flight Control Hinge \$ 38,650	
3 36 Month \$ 20,000 4 72 Month \$ 118,150 5 Flight Control Hinge \$ 38,650	Recurring
4 72 Month \$ 118,150 5 Flight Control Hinge \$ 38,650	
5 Flight Control Hinge \$ 38,650	
Olver NOT	
6 Wing NDT \$ 7,700	
7	

Component Overhaul	1	Ov	erhaul Cost	Prem Removals	Frequency		
	Name:	(4	Current \$)	/1000 HR	Hours	Cycles	Years
1	Landing Gear (3)	\$	137,500			5000	1
2	M/G Brace (2)	\$	22,000			4000	1
3	Bootstrap Turbine	\$	21,000		4000		
4	Thrust Reverser (2)	\$	160,000			4000	
5	l	T					
6							
7		7					
8		T					
9							
10							
11		T					
12							1
13							1
14							
15		1					
16		T				***************************************	
17							İ
18		1					
19		1					
20		1					- '

One Time

MEO STAFFING PLAN

Albuquerque Aviation Operations

POSITION	NUMBER	GRADE
Chief Pilot	1	GS-14
DC-9 Aircraft (3)		
Pilot-In-Command	3	GS-14
Pilot	3	GS-12
Cabin Attendant	1.5	GS-11
Lear 35 (2)		
Pilot-In-Command	2	GS-13
Pilot	2	GS-12
Gulfstream G-III		
Pilot-In Command	1	GS-13
Pilot	1	GS-12
Cabin Attendant	0.5	GS-11
deHavilland Dash-6 (2)		
Pilot-In -Command	2	GS-13
Pilot	2	GS-12
Maintenance		
Chief of Maintenance	1	GS-13
Quality Assurance	2	GS-12
Line Mechanic	3	GS-12
Line Mechanic	6	GS-11
Ground Support	2	GS-7
Operations Overhead		
Program Manager	1	GS-15
Flight Operations	1	GS-12

POSITION	NUMBER	GRADE
Flight Operations	3	GS-11
Procurement	1	GS-11
Parts/Supply	2	GS-9
Records/Analyst	2	GS-7
Finance/Accounting	2	GS-9
TOTAL	45	

.

QUALITY ASSURANCE SURVEILLANCE PLAN

EVALUATION CRITERIA	STANDARD	SANCTION
Aircraft Availability Rate	98%	Loss of 1/30th of Incentive Fee for each day when standard is not met.
Aircrast Accidents	No Accidents	Cost of physical damages and loss of incentive fee.
Personnel Injuries	No Injuries	Negotiated loss of availability
Aircrast meet continuous airworthiness requirements	100%	Negotiated loss of incentive fee or contract termination
Flight crews and maintenance personnel qualified and current.	100%	Negotiated damage or contract termination.

A-76 AIRCRAFT AND AVIATION COST COMPARISON

DC-9	Aircr	aft ·	Based	Analysis		Version
Name					1st Year	Alpha
Fuel and Lubricants	50.5				Values	Purchase
1.	DIRE	CT OPERATION COSTS PER FLIGHT	HOUR (PFH)			
1.						** ***
A	1.					
A	2.	Crew Cost (PFH)		***************************************		
Maintenance and Spares Season	3.					
A	4.	Landing Fee and Tie-Down				\$0.00
Description Section	5.	Maintenance and Spares			****	
C. Reserve for engine overhaul and repairs \$20.00			y man-hours PFH)			
Composition Composition						
Reserve for aircraft refurbishment and miscellaneous S0.00 Total direct maintenance S0.00 S0		c. Reserve for engine overhaul and re	pairs			
File Content of Maintenance S0.00				limited items	*	
State Stat		e. Reserve for aircraft refurbishment a	and miscellaneous			
Total Direct Operating Cost PFH \$1,611.27		f. Unscheduled maintenance			\$0.00	
7. Flight Hours for PWS 425 8. TOTAL DIRECT OPERATING COST (line 6 multiplied by line 7) \$684,790 FIXED OPERATION ANNUAL COST 9. Crew Costs \$286,487 10. Maintenance Costs \$377,396 11. Aircraft Lease \$0 12. Depreciation \$61,606 13. Self-insurance Costs \$19,000 a. Liability \$19,000 b. Casualty \$0 c. Total Self-insurance Cost \$19,000 14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST		g. Total direct maintenance and spare	S			4 1 1 1 1 1 1
7. Flight Hours for PWS 425 8. TOTAL DIRECT OPERATING COST (line 6 multiplied by line 7) \$684,790 FIXED OPERATION ANNUAL COST 9. Crew Costs \$286,487 10. Maintenance Costs \$377,396 11. Aircraft Lease \$0 12. Depreciation \$61,606 13. Self-Insurance Costs \$19,000 a. Liability \$19,000 b. Casualty \$0 c. Total Self-Insurance Cost \$19,000 14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$335,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST	<u>6.</u>	Total Direct Operating Cost PFH				
Sead, 790 Sead		Flight Hours for PWS				425
Sead, 790 Sead						
State Stat	<u>8.</u>	TOTAL DIRECT OPERATING COST	i.			****
9. Crew Costs \$286,487 10. Maintenance Costs \$377,396 11. Aircraft Lease \$0 12. Depreciation \$61,606 13. Self-Insurance Costs		(line 6 multiplied by line 7)				\$684,790
9. Crew Costs \$286,487 10. Maintenance Costs \$377,396 11. Aircraft Lease \$0 12. Depreciation \$61,606 13. Self-Insurance Costs						
Maintenance Costs \$377,396 Maintenance Costs \$0 Aircraft Lease \$0 Depreciation \$61,606 Self-Insurance Costs \$19,000 b. Casualty \$0 c. Total Self-Insurance Cost \$19,000 14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST \$1,234,000	FIXE	D OPERATION ANNUAL COST				
Maintenance Costs \$377,396 Maintenance Costs \$0 Aircraft Lease \$0 Depreciation \$61,606 Self-Insurance Costs \$19,000 b. Casualty \$0 c. Total Self-Insurance Cost \$19,000 14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST \$1,234,000	^	Communication				\$286,487
11. Aircraft Lease \$0 12. Depreciation \$61,606 13. Self-Insurance Costs \$19,000			***************************************			
12. Depreciation \$61,606 13. Self-Insurance Costs						
13. Self-Insurance Costs			(m.t11111mmm.m.m.m.m.m.m.m.m.m.m.m.m.m.m.m			
a. Liability \$19,000 b. Casualty \$0 c. Total Self-Insurance Cost \$19,000 14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST	. — .					\$01,000
So Casualty So Casualty Co. Total Self-Insurance Cost S19,000 14. Operations Overhead S92,255 15. Administrative Overhead S11,977 16. Cost of Capital or Finance Expense S385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense S1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST Capital or Finance Expense Capital	13.			÷	\$19,000	
Standard						
14. Operations Overhead \$92,255 15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST \$1,200,700 19. TOTAL IN-HOUSE PERFORMANCE COST \$1,200,700 19. TOTAL IN-HOUSE PERFORMANCE COST \$1,000,700 19. TOTAL IN-HOUSE PERFORMANCE				······································	ΨΟ	\$19,000
15. Administrative Overhead \$11,977 16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST \$1,200,700 19. TOTAL IN-HOUSE PERFORMANCE COST \$1,000,700 19. TOTAL IN-HOU				***************************************		
16. Cost of Capital or Finance Expense \$385,279 17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000	,					
17. TOTAL FIXED OPERATING ANNUAL COST (sum lines 9 thru 16) \$1,234,000				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
(sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST	16.	Cost of Capital or Finance Expense	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·····		\$305,279
(sum lines 9 thru 16) \$1,234,000 18. TOTAL IN-HOUSE PERFORMANCE COST						
18. TOTAL IN-HOUSE PERFORMANCE COST	<u>17.</u>		COST			\$1 23 <i>4</i> 000
<u></u>		(sum lines 9 thru 16)				#1,234,000
<u></u>	40	TOTAL IN HOUSE PERSONNESS OF	DET			
(line 8 + line 17) \$1,916,790	<u> 18.</u>		031			£4 049 700
		(line 8 + line 1/)				\$1,510,790

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Airci DC-		Based ALB	Analysis GOGO Adjusted	coco	1st Yea Value	
<u>CO1</u>	ITRACT AVIATION OPERATIONS COST WORK	CSHEET				
19.	Contract Cost (rate*hrs/yr)					\$2,293,725
20.	Cost Construction to Meet PWS				:	
	Daily availability/guarantee hours					\$0
	 Additional pilot and crew charges 					\$0
	c. Additional maintenance support			******		\$0
	 d. Airframe alteration/equipment installation 					\$0
	e. Equipment not provided by Government					\$0
	f. Additional ground service support				,	\$0
	g. Travel and per diem				-	\$0
	h. Service equipment mileage					\$0
	i. Airport fees	-				\$0
	j. Other costs					\$0
21.	Contract Administration Costs					\$7,596
22.	One-time Conversion Costs					\$0
23.	Gain on Disposal/Transfer of Assets (deduct of	cost)				\$0
<u>24.</u>	Federal Income Tax (line 19*2% deduct cost)				(\$45,875)
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE C	OST				
	(sum lines 19-25)					\$2,255,446
	IN-HOUSE VS CONTRACT PERFORMAN	4CE		10) year analysis	1
		Dorforma	nce periods			
			2nd (mil)	3rd (mil)	add'i (mil)	TOTAL
26.	In-house Performance	\$2.00	\$2.00	\$2.01	\$14.28	\$20,284,200
<u>20.</u> 27.	Contract Performance	\$2.37	\$2.44	\$2.50	\$19.41	\$26,724,449
28.	Conversion Differential	1		1		\$47,519
20. 29.	Adjusted Total Cost of Contract Performance					\$26,771,968
<u>29.</u> 30.	Decision (line 29 minus line 26)	, 		······································		\$6,487,768
_	COST COMPARISON DECISION:	Accompli	sh Work	·····		30,407,700
<u>31.</u>	CUST COMPARISON DECISION.	In-house	DII TTUIK	Yes		
		contract		No	-	
		Commact		140	_	

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

Aircraft DC-9 Based ALB Analysis
GOGO COCO
Adjusted

Version Alpha Purchase

				Adjusted	Purchase
Line-by-Line Front E	nd A-76				,
Line-by-Line Front E	110 A-76	s	TART		
<u> </u>			/ V	NO	TES
Fuels & Lubs In 1	Fuel type Consumption (gal/hr)	Jet A	950		
"" "	% DOD		100%		
	unit cost \$/gal DOD		\$1.50		
	unit cost \$/gal COMM		\$2.00		
	Other consumables		3%	oil	
Crew Costs	Rental rate/day	A CAPTON A LONG	\$0.00	-	
In 2	per diem rate		\$0.00		
	Number of crew		2.833		
	Grade (for overtime)	GS-12	_		
	Num hourly crew (a)		0		
	Straight time hrs/yr Overtime hrs/yr		2087 0		
	Overtime factor		1.5		
	Num hourly crew (b)		0		
	Straight time hrs/yr		o		
	Hourly wage rate		\$0.00		
	Overtime hrs/yr		0		
	Overtime rate	of Contra modeles	0		
	Misc/yr Total variable crew costs	200 C 30 C 31 S 30	\$0.00		
	Item b		\$0.00		
	Item o		\$0.00		
		ni the without and the	Andrew Color Color		
Lease/Rent	Lease/Rent Flt Hrs/yr	1000			
In 3	a plane		۵l		
	b plane c plane		ă		
	Lease/Rent rates/hr	/##\\\\		•	
	a plane	•	\$0.00		
	b plane		\$0.00		
	c plane		\$0.00		
Landing/Tie-down	Landing fee /td	Salah Ha	0.00		
In 4	Tie-down fee/day		\$0.00 \$0.00		
	110 00/1100/023	194745345	A COLUMN AC		
Maint/Spare	Maint labor man-hrs PFH		2.0000	A/C Cost Eval. Adj	usted to account for A
In 5	Res for engine restoration PFH		\$0.00		
	Res for dynamic component & life		****		
	limited parts PFH misc		\$20.00 \$0.00		
	misc		\$0.00		
	misc		\$0.00		
		(8) (8) (8)	S. A. Martinella S. S. S.		
Crew Cost Fixed	Crew (a)	San San San San San San San San San San			
In 9		GS-14	4000/		
	Time allotment % Training costs \$/yi		133% \$12,052.00		
•	Crew (b)	315 4 9 40 mg	\$12,032.00		
	• •	GS-12			
	Time allotment %		100%		
	Training costs \$/yi		\$12,052.00		
	Crew (c)	CC 44	tilla) inti serve	Cohin Cofessille	a
	Grade Time allotment %	GS-11	50%	Capin Safety/Load	ers per staffing plan
	Training costs \$/yi		\$0.00		
Maint Cost	Airframe,sys,instmt hrs PFH		0.00		
In 10	Avionics hrs PFH		0.00		
	misc hrs PFH		0.00	*	
	item (d) hrs PFH Material costs		0.00	•	
	Airframe, sys, instmt \$ PFH		\$0.00 \$887.99	Air Can. Cont.	
	Avionics \$ PFH		\$0.00	Odil. Odil.	
	misc \$PFH		\$0.00		

Aircraft DC-9	Based ALB	Analysis GOGO	COCO Adjusted	<u>Version</u> Alpha Purchase
	Sched inspect items	\$0.00		
	Airframe, sys, instmt hrs PFH	0.00		
	item (b) hrs PFH	0.00		
	item (c) hrs PFH	0.00		
	item (d) hrs PFH	0.00		
	misc Tot\$	\$0.00		
Aircraft Lease	Costs (current year)	and the second s		
In 11	Base aircraft	\$6,000,000.00		
	Avionics	\$0.00		
	service charge rate	0%		
Depreciation	Value of aircraft			
In 12	Sale w/ avionics	\$5,700,000.00		
	Custom Depreciation?	no	If "yes" - list residual values	
		stom seq (per yr)	you	
		\$0	<<<- START HERI 2002	
	·	\$0		
	·	\$0		
		\$0		
		\$0		
		\$0 \$0		
		\$0		
		\$0		
		\$0		
	•	\$0		
	Equation?		If "yes" - list coefficients	
	Equation coef	value		
	a		<>< START HERE	
	b	0		
	c	0		
	c d	0		
	c	0		
	c d e	0 0 0		
	c d e f	0 0 0		
	c d e f	0 0 0		
	c d e f	0 0 0		
	c d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f	0 0 0		
Self-Insurance	c d e f	0 0 0		
Self-Insurance In 13c	c d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f	0 0 0		
In 13c Ops Overhead	C d e FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
In 13c	C d e f f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade G	0 0 0 0		
In 13c Ops Overhead	C d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade G Time allotment %	0 0 0 0 0		·
In 13c Ops Overhead	C d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr	0 0 0 0		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b)	0 0 0 0 5-14 12% \$0.00		
In 13c Ops Overhead	C d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr	0 0 0 0 5-14 12% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G	0 0 0 0 0 \$-14 12% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr	0 0 0 0 0 \$-14 12% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G	S-14 12% \$0.00 S-12 12% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Grade G Time allotment % Time allotment % Time allotment % Time allotment %	S-14 12% \$0.00 S-12 12% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr	S-14 12% \$0.00 S-12 12% \$0.00 S-11 48% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d)	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G	0 0 0 0 0 0 5-14 12% \$0.00 S-12 12% \$0.00 S-11 48% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr	0 0 0 0 0 5-14 12% \$0.00 S-12 12% \$0.00 S-11 48% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 5-14 12% \$0.00 S-12 12% \$0.00 S-11 48% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e)	S-14 12% \$0.00 S-12 12% \$0.00 S-11 48% \$0.00		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment %	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Hangar rental /yr	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e)	\$-14		
In 13c Ops Overhead	Auto-Calculation Admin (a) Grade G Time allotment % Misc accounts \$/yr Admin (b) Grade G Time allotment % Misc accounts \$/yr Admin (c) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (d) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Admin (e) Grade G Time allotment % Misc accounts \$/yr Hangar rental /yr	\$-14		

Aircraft	Based	Analysis	Version
DC-9	ALB	GOGO COCO Adjusted	Alpha Purchase
	Dhana		- Turonas
	Phone	\$0.00	
	Electricity	\$0.00	
	Oil/Gas heat	\$0.00	
	Water	\$0.00	
	Building maintenance /yr	\$0.00	
	misc /yr	\$0.00	
		ren au di recello del in altiero. 1 %	
Admin Overhead	Admin (a)	And the late of the second second second second second second second second second second second second second	
	Grade GS	3-12	
n 15	•	T . T T	
	Time allotment %	0%	
	Misc accounts \$/yr	\$0.00	
	Admin (b)	For the and Stanford and Stanford and Stanford	
	Grade GS	5-12	
	Time allotment %	15%	
	Misc accounts \$/yr	\$0.00	
	The state of the s	COLOR CONTRACTOR CONTR	
	Admin (c)		
	Grade GS		
	Time allotment %	0%	
	Misc accounts \$/yr	\$0.00	
	Office space /yr	\$0.00	
	·	\$0.00	
	Office supplies /yr		
	Utilities /yr		
	Phone	\$0.00	
	Electricity	\$0.00	
	Oil/Gas heat	\$0.00	
	Water	\$0.00	
		\$0.00	
	Building maintenance /yr	· •	
	misc /yr	\$0.00	
		Market and Samuration of the State of the St	
Cost Cap/Finance n 16	Auto-Calculation		
		Verhalte and thinker and each posterior regards.	
Combonat Cont	Contract year cost BEH	\$3 138 00 At fiv & dir N	IC+ Brian info
	Contract vari cost PFH	\$3,138.00 AL fix & dir N	
Contract Cost In 19	Contract vari cost PFH Contract fixed cost PFH	\$3,138.00 AL fix & dir N \$2,259.00 From Brian - 8	
In 19	Contract fixed cost PFH	\$2,259.00 From Brian - 8	
		\$2,259.00 From Brian - 8	
n 19 Daily Avail/Guar	Contract fixed cost PFH	\$2,259.00 From Brian - 8	
n 19	Contract fixed cost PFH Number guar hrs/yr	\$2,259.00 From Brian - 8	
In 19 Daily Avail/Guar In 20a	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate	\$2,259.00 From Brian - 8	
In 19 Daily Avail/Guar In 20a Add'l Pilot Crew	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew	\$2,259.00 From Brian - 8 0 \$0.00	
In 19 Daily Avail/Guar In 20a	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate	\$2,259.00 From Brian - 8 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate	\$2,259.00 From Brian - 8 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew	\$2,259.00 From Brian - 8 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate	\$2,259.00 From Brian - 8 0 \$0.00	
n 19 Daily Avail/Guar In 20a Add'l Pilot Crew	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate	\$2,259.00 From Brian - 8 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew in 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alls	\$2,259.00 From Brian - 8 0 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew in 20b Add'l Maint in 20c	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instat	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alls Equipment instal	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instat	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alls Equipment instal	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 50.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint in 20c Airfrm All/Eqpt Install in 20d None Gov't Eqpt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt In 20e Add'l Gnd Suprt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt In 20e Add'l Gnd Suprt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt In 20e Add'l Gnd Suprt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt In 20e Add'l Gnd Suprt	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instat Item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt n 20e Add'l Gnd Suprt in 20f	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt n 20e Add'l Gnd Suprt in 20f Travel&/diem	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt n 20e Add'l Gnd Suprt in 20f Travel&/diem	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt In 20f Travel&/diem in 20g Servic Eqpt Milage	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt In 20f Travel&/diem in 20g Servic Eqpt Milage	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) Item a	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt In 20f Travel&/diem in 20g Servic Eqpt Milage	Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) Item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt In 20f Travel&/diem in 20g Servic Eqpt Milage	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) Item a	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar in 20a Add'l Pilot Crew in 20b Add'l Maint in 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage in 20h	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar in 20a Add'l Pilot Crew in 20b Add'l Maint in 20c Airfrm All/Eqpt Install in 20d None Gov't Eqpt In 20e Add'l Gnd Suprt In 20f Travel&/diem in 20g Servic Eqpt Milage	Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) Item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar in 20a Add'l Pilot Crew in 20b Add'l Maint in 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage in 20h	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage in 20h Airport Fees	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt n 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage In 20h Airport Fees In 20i	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c Per diem rates misc costs Equipment costs (not hourly) item a Item b Item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm Alt/Eqpt Install n 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage in 20h Airport Fees in 20i Other costs	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c Per diem rates misc costs Equipment costs (not hourly) item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar in 20a Add'l Pilot Crew in 20b Add'l Maint in 20c Airfrm Alt/Eqpt Install in 20d None Gov't Eqpt in 20e Add'l Gnd Suprt in 20f Travel&/diem in 20g Servic Eqpt Milage in 20h Airport Fees	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c Per diem rates misc costs Equipment costs (not hourly) item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar In 20a Add'l Pilot Crew In 20b Add'l Maint In 20c Airfrm Alt/Eqpt Install In 20d None Gov't Eqpt In 20e Add'l Gnd Suprt In 20f Travel&/diem In 20g Servic Eqpt Milage In 20h Airport Fees In 20i Other costs	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c Per diem rates misc costs Equipment costs (not hourly) item a item b item c Airport fees (ave) \$/trip	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	
n 19 Daily Avail/Guar n 20a Add'l Pilot Crew n 20b Add'l Maint n 20c Airfrm All/Eqpt Install n 20d None Gov't Eqpt n 20e Add'l Gnd Suprt n 20f Travel&/diem in 20g Servic Eqpt Milage in 20h Airport Fees in 20i Other costs	Contract fixed cost PFH Number guar hrs/yr Hourly guar rate Hrs/yr for extra crew Hourly rate Hours/yr added maint Airframe alts Equipment instal Item a Item b Item c item a item b item c Per diem rates misc costs Equipment costs (not hourly) item a item b item c	\$2,259.00 From Brian - 8 0 \$0.00 0 \$0.00 0 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	

	WORKSHELI					
Aircraft	Based		<u>Analysis</u>		<u>Version</u>	
DC-9	ALB		GOGO	coco	Alpha	
			P	Adjusted	Purchase	
Con'tr Admin Costs	Admin (a)	14 LA 1813				
In 21		Grade GS-14				
111 2 1	Time allotm		0%			
	Misc account		\$0.00			
	Admin (b)	ιο ψ/ y ι	1, 1, 1			
		Grade GS-13				
	Time allotm		8%			
	Misc account		\$0.00			
		ıs ə/yı	30.00			
	Admin (c)	Grade GS-12	2 Colore 17 17 18 18 18			
			0%			
	Time allotm					
	Misc accoun		\$0.00			
	Admin (d)		(40 g 14/4/42 cm)			
		Grade GS-9	·l			
	Time allotm		0%			
	Misc accoun	ts \$/yr	\$0.00			
	Admin (e)	26/20	Springer (1) Springer			
	(Grade GS-9				
	Time allotm	ent %	0%			
	Misc accoun	ts \$/yr	\$0.00			
One-time Conv'n Costs	Material costs \$/vr		\$0.00			
In 22		Grade GS-12				
	Time allocat	tion %	0%	•		
		loving	\$0.00			
		aining	\$0.00			
	Misc accoun	•	\$0.00			
		Grade GS-12	40.00			
	Time allocat		0%			
		Noving	\$0.00			
		-	\$0.00			
		aining	\$0.00			
	Misc accoun	. •	\$0.00			
		Grade GS-9	00/			
	Time alloca		0%			
		Noving	\$0.00			
		aining	\$0.00			
	Misc accoun	ts \$/yr	\$0.00			
	Other 1-time costs \$/yr		\$0.00			
		A STATE OF THE STA				
Gain on Disp'l/Transfer	To be sold/trans		no			
In 23	Value of aircraft		\$0.00			
	Unpaid balance		\$0.00			
	Cost of disposal		\$0.00			
	•		454444444	<u> </u>		
Conversion Differential			****			
In 28	Auto-Calculation					
11.20	, 1010 00101111011					

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	-0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	- 11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13,

1997.

III

Basic National Payso	ale 1998
GS-10	\$39,811
GS-11	\$47,412
GS-12	\$ 56,823
GS-13	\$ 67,571
GS-14	\$ 79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
ISES-6	\$124.817

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A"

Increment⊡over Bas	sic⊟National⊟Payscale
DEN	2.88%
ALB	0.00%
HUR	0.00%
MTR	0.00%
RMR	0.00%
SNR	2.11%

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL <u>"A"</u>

Source: OMP, 1998

V

Common Data

Version					Alpha
Aircraft					DC-9
Based				-	ALB
Hours flown/yr					425
Legs flown/yr					531
Nights from base/yr					0
Salary Benefits					32.45%
Maint labor rate-\$/hr					\$61.76
Period of analysis-yrs (max 10 years)					10
Current year					2000
On-line year					2002
Interest rate					6.100%
Unadjusted analysis? (e.g. startup)	no		······································		Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
	no	0	yes

		Insurance Calculations		
DC-9	jet	20	0 \$14,000.0	

aircraft	eng type	seats				
Bell 206B III	helicopter	5	eng type	hull ins factor	liability ins base	liability ins plus/seat
Bell 206L-3 Citation II Citation V DC-9	helicopter jet jet jet	7 10 10 20	helicopter jet single eng piston turboprop Twin eng piston	6.000% 0.000% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$250 \$250
NOTE: MUST SORT DATA (COLS A,B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

\$1,467.7	75 <<<< To line 1 >>>>	Total Costs F	uels and Lub	ricants (PFH)	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	DC-9	•		Alpha
ľ	Based	ALB			Purchase
	Fuel type	Jet A			
1	Consumption (gal/hr)	950			
İ .	% DOD	100%			
i	unit cost \$/gal	\$1.50			
	% oth	er 0%			
	unit cost \$/gal	\$2.00			
	DOD fuel cost	\$1,425.00	(Consumption	(gal/hr) * % DOD * unit cost \$/ç	gal DOD)
	Other fuel cost	\$0.00	(Consumption	(gal/hr) * % other * unit cost \$/	gal other)
	Total fuel cost PFH		\$1,425.00		
	Other consumables	3%	\$42.75	;	
	Total costs fuels&lubs PFH		\$1,467.75	(Total fuel cost PFH+Tot lub o	cost PFH)

\$0	.00 <<<< To line 2 >>>>	Crew Costs (PFH)								
	Analysis		GOGOC	oco	Adjust	red version				
	AIRCRAFT	DC-9	-		• •	Aipha				
1	Based	ALB				Purchase				
	Hours flown/yr		425							
	Nights from base/yr		0							
	Rental rate/day		\$0.00							
	Days of car rental		0							
[per diem rate		\$0.00			(Nights from base/yr*per diem rate*				
	Number of crew		2.833			Number of crew+car rate*days rented)/				
ļ				\$0.00	PFH	Hours flown/yr				
	Grade (for overtime)	GS-12								
1	Num hourly crew (a)		0							
	Straight time hrs/yr		2087							
1	Hourly wage rate		\$28.89							
1	Overtime hrs/yr		. 0							
1	Overtime factor		1.5			(Num hourly crew (a)*(Straight time hrs/yr*				
	Overtime rate		\$43.33			Hourly wage rate+Overtime hrs/yr*				
				\$0.00	PFH	Overtime rate)/Hours flown/yr)				
	Num hourly crew (b)		0							
	Straight time hrs/yr		0							
	Hourly wage rate		\$0.00							
į	Overtime hrs/yr		0							
	Overtime factor		1.5			(Num hourly crew (a)*(Straight time hrs/yr*				
1	Overtime rate		0			Hourly wage rate+Overtime hrs/yr*				
1				\$0.00	PFH	Overtime rate)/Hours flown/yr)				
	Misc/yr									
	Total variable crew costs		\$0.00							
	Item b		\$0.00							
	Item c		\$0.00							
				\$0.00	PFH	((Item a + Item b + Item c)/hrs)				
				\$0.00	PFH	(sum of items above)				

\$0.00	<<< To line 3 >>>>	Total Aircraft Lease or F		
	Analysis	GOGO COCO) Adjusted	version
	AIRCRAFT	DC-9		Alpha
	Based	ALB		Purchase
	Lease/Rent Flt Hrs/yr			
	a plane	0		
1	b plane	0	•	
	c plane	0 -		
	Total Lse/Rnt Hrs/yr		0 (a plane hrs +b p	lane hrs +c plane hrs)
	Lease/Rent rates/hr			
	a plane	\$0.00		
	b plane	\$0.00		
	c plane	\$0.00		
	Annual Costs			
	a plane		\$0.00 (a plane hrs* a pl	lane rate)
·	b plane		\$0.00 (b plane hrs* b pl	lane rate)
ŀ	c plane		\$0.00 (c plane hrs* c pl	ane rate)
	Total Annual \$Ls/Rt		\$0.00 (a plane \$/yr +b p	plane \$/yr + c plane \$/yr)
			\$0.00 PFH (Total \$/yr/	/ Total Flt hrs/yr)

	\$0.00 <<<< To line 4 >>>>	Total La	anding Fee and Tie	Down c	osts (PFH)	
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	DC-9	•			Alpha
1	Based	ALB				Purchase
	Hours flown/yr		425			
	Legs flown/yr		531			
	Landing fee /td		\$0.00			
	Total landing fee/yr			\$0.00	(landings*landing fee)	
	Nights from base/yr		0			
1	Tie-down fee/day		\$0.00			
	Total tie-down fee/yr			\$0.00	(Nights form base*tie-down fe	e)
				\$0.00	PFH ((Tot landing fee + tot tie-down fee) / hrs/yr)	

\$143.52 <<<< To line 5g >>>>	Total M	aintenance a	nd Spares	Costs	(PFH)	
Analysis		GOGO	oco	Adjus	ted	version
AIRCRAFT	DC-9	•				Alpha
Based	ALB					Purchase
Hours flown/yr		425				
Maint labor man-hrsPFH		2.0000				
Labor rate \$/hr		\$61.76				(Maint labor man-hrsPFH*
2000. 10.0 4///		• • • • • • • • • • • • • • • • • • • •	\$123.52	PFH	(5a)	Labor rate \$/hr)
Res for retirement items			\$0.00	PFH	(5b)	
Res for eng overhl &rpr			\$20.00	PFH	(5c)	
Res for maj comp overhi			\$0.00	PFH	(5d)	
Res for refurb & misc			\$0.00	PFH	(5e)	
Unscheduled Maint			\$0.00	PFH	(5f)	
			\$143.52	PFH		(sum items 5a-5f)

\$286,487.34 <<<< To line 9 >>>>	Crew C	osts (fixed)							
Analysis		GOGO		Adjusted	version				
AIRCRAFT	DC-9			,	Alpha				
Based	ALB				Purchase				
Crew (a)					, arendee				
	le GS-14								
Sala		84,711.80							
Time allotment		133%							
Benefits %of sala	rv	32.45%							
Training costs \$/	•	12,052.00		(Salary*Time allotment %+					
Tot (,	\$161,279.04	Benefits %of salary+Misc)					
Crew (b)	-,			zerreme yeer salary rimsey					
	e GS-12								
Sala	rv \$	60.283.52							
Time allotment		100%							
Benefits %of sala	ν	32.45%							
Training costs \$/	•	12,052.00		(Salary*Time allotment %+					
Tot (\$91,897.52						
Crew (c)	-,		451,001.02	Derionic 7001 dataly (10130)					
	e GS-11								
Sala		50,299.39							
Time allotment	•	50%							
Benefits %of sala	-	32.45%							
Training costs \$/	•	\$0.00		(Salary*Time allotment %+					
Tot (40.00	\$33,310,77	Benefits %of salary+Misc)					
1000	• •		Ψου,ο 10.77	Denomia /nor adialy+ivisc)					
			\$286,487.34	Total crew costs (fixed)					

\$377,395.75 <<<< To line 10 >>>		enance Costs			
Analysis		GOGO COC	0	Adjusted	version
AIRCRAFT	DC-9	•		·	Alpha
Based	ALB				Purchase
Hours flown/yr		425			
labor rate \$/hr	\$	\$61.76			
Sched maint items					
Airframe,sys,instmt hrs	PFH	0.00	\$0.00		(hrs*rate a*hrsPFH)
Avionics hrs	PFH [*]	0.00	\$0.00		(hrs*rate b*hrsPFH)
1	PFH	0.00	\$0.00		(hrs*rate c*hrsPFH)
item (d) hrs	PFH	0.00	\$0.00		(hrs*rate d*hrsPFH)
Material costs			•		·
Airframe,sys,instmt \$	PFH \$8	887.99	\$377,395.75		
Avionics \$	PFH	\$0.00	\$0.00		
misc \$	PFH	\$0.00	\$0.00		
item (d) \$	PFH	\$0.00	\$0.00		
Tot sched maint cost				\$377,395.75	(sum all maint)
Sched inspect items		\$0.00			
Airframe,sys,instmt hrs	PFH	\$0.00	\$0.00		(hrs*rate a*hrsPFH)
item (b) hrs	PFH	\$0.00	\$0.00		(hrs*rate b*hrsPFH)
item (c) hrs	PFH	\$0.00	\$0.00		(hrs*rate c*hrsPFH)
item (d) hrs.	PFH	\$0.00	\$0.00		(hrs*rate d*hrsPFH)
Tot sched inspect cost				\$0.00	(sum all inspect items)
misc Tot\$				\$0.00	
					(Sched maint+
				\$377,395.75	Sched inspect)

\$0.00	<<< To line 11 >>>>	Aircraft Lease				
	Analysis		GOGOCO	CO	Adjusted	versi
	AIRCRAFT	DC-9				Alp
	Based	ALB				Purcha
	Time period - years		10			
	Costs (current year)					
	Base aircraft	\$6,000	,000.00	•		
	Avionics		\$0.00			
	Total cost (on-line year)			\$6,316,056.00	(base+avionics inflated)	
	04-1-66			£0.00	(total cost/time period)	
	Capital charge/yr			\$ 0.00	(total cosviline period)	
	Lease charge/yr					
	depreciation	\$61	,605.60		(wrksht 12)	
	interest	*\$385	,279.42		(wrksht 16)	
	Tot lease charge/yr			\$446,885.02	(dep+int)	
	Lease/Purchase					
	charge/yr					
	capital	\$631	,605.60		(total cost/time period)	
	interest	\$385	,279.42		(wrksht 16)	
	service charge rate		0%			
	service charge		\$0.00		(capital*rate)	
	Tot lease /purchase					
	chrg/yr			\$1,016,885.02	•	
	Cost free aircraft			\$0.00	(from above)	
				\$0.00	Purchase 1	

\$61,605.60 <<<< To line 12 >>	>>> D	epreciation				
Analysis			GOGO	oco	Adjusted	
AIRCRAFT	D	C-9				Alpha
Based	Α	LB				Purchase
Time period - years			10			
Value of aircraft				no	Custom Depreciation?)
Purchase w/	avionics	\$6,	316,056.00	no	Equation?	
Sale w/	avionics	\$5,	700,000.00			
Depreciation/yr				\$61,605.60	((Purchase w/ avionics w/ avionics)/ time peri	

\$19,000.00	<<< To line 13c >>>>	Self-insurance			
	Analysis	gogo coco		Adjusted vers	sior
	AIRCRAFT	DC-9		Al	pha
	Based	ALB		Purch	ase
	Value of aircraft	\$6,316,056.00			
	Number of seats	20			
	Insurance factors				
	hull	0.0000		(fm common data cht)	
	liability (base)	\$14,000.00		(fm common data cht)	
	liability (/seat)	\$250.00		(fm common data cht)	
	Tot cost hull		\$0.00	(value of aircraft*hull ins factor)	
	Liability				
	base	\$14,000.00			
	Tot per seat adder	\$5,000.00		(liability ins*num of seats)	
	Tot cost liability	\$	19,000.00	(base+seat adder)	
	Total self ins cost	\$	19,000.00	(Tot hull ins+Tot liability ins)	

		<u> WORr</u>	/OHEET	
\$92,255.07 <<<< To line 14 >>>>	Operations Ov	verhead		
Analysis		solcoco	Adjusted	version
AIRCRAFT	DC-9			Alpha
Based	ALB			Purchase
Admin (a)				
Grade	GS-14			
Salary	\$84,711.8	30		
Time allotment %		2%		
Benefits %of salary	32.45	5%		
Misc accounts \$/y	\$0.0	00		(Salary*Time allotment %+
Tot (a))	\$13,464.09	1	Benefits %of salary+Misc)
Admin (b)				
	GS-12			
Salan	\$60,283.5	52		
Time allotment %	·	2%		
Benefits %of salary		5%		(Salary*Time
Misc accounts \$/y				allotment %+Benefits %
Tot (b)	-	\$9,581,46	;	of salary+Misc)
Admin (c)		*-,		,,
	GS-11			
Salan		39		
Time allotment %		3%		
Benefits %of salary				(Salary*Time
Misc accounts \$/y				allotment %+Benefits %
	• -	\$31,978.34		of salary+Misc)
Tot (c)	1	\$31, 31 0.34	,	OI Salary+Wisc)
Admin (d)	CC 0			
	GS-9	34		
Salary	•			
Time allotment %		3%		(Calaa #Tiaa
Benefits %of salary				(Salary*Time
Misc accounts \$/y				allotment %+Benefits %
Tot (d))	\$26,428.74	•	of salary+Misc)
Admin (e)				
	GS-7			
Salary				
Time allotment %		4%		
Benefits %of salary				(Salary*Time
Misc accounts \$/y	r \$0. 0			allotment %+Benefits %
Tot (e)	\$10,802.44		of salary+Misc)
Tot personnel			\$92,255.07	(sum personnel items)
. I a a a a a a a a a a a a a a a a a a	.eo.	nn		
Hanger rental	\$0.0			
Home base tie-down fee	\$0.0			
Office space	\$0.0			
Office supplies	\$0.0	UU		
Utilities				
Phone	•			
Electricity				
Oil/Gas hea				
Water				
Building maintenance	\$0.0	00		
misc	\$0.0	00		
Tot non-personnel			\$0.00	(sum non-persnnl items)
•			\$92,255.07	Total ops ovrhd costs

244.070.00	F. C. 45	Administrative O			
				Auditomatural	version
Analysis		GOGO	COCO	Adjusted	
AIRCRA	AFT	DC-9	•		Alpha
Based		ALB			Purchase
Admin (
		GS-13			
	Salary				
	ime allotment %	0%			
Ber	nefits %of salary			**	
Mi	sc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
	Tot (a)		\$0.00	Benefits %of salary+Misc)	
Admin (
·	Grade	GS-12			
	Salary	\$60,283.52			
T:	ime allotment %	15%			
Ber	nefits %of salary	32.45%			
] Mi	sc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
-	Tot (b)		\$11,976.83	Benefits %of salary+Misc)	
Admin (
1.2		GS-11			
	Salary	\$50,299.39			
I т	ime allotment %				
· ·	nefits %of salary				
1	sc accounts \$/yr			(Salary*Time allotment %+	
l	Tot (c)		\$0.00	Benefits %of salary+Misc)	
	701 (0)		Ψ0.00	Bonome were during mice,	
	Tot personnel	,	\$11,976.83		
Office s	nace	\$0.00			
Office s		\$0.00			
Utilities	• •	******			
	Phone	\$0.00			
!	Electricity				
	Oil/Gas heat				
	Water	•			
Duilding		\$0.00			
	maintenance	\$0.00			
misc		\$0.00			
Tot non	-personnel		\$0.00		
			\$11,976.83	Total admin overhead costs	

\$230,614.34 <<<< To line 16 >>>>	Cost of Capital or Finance Expension GOGO COCO	e	
Analysis AIRCRAFT Based	DC-9 ALB	Adjusted	version Alpha Purchase
Value of aircraft Time period - years Interest rate	\$6,316,056.00 10 6.100%		
Annual levelized finan cost		\$230,614.34	

\$2,293,725.00	<<< To line 19 >>>>	Total Contract Cost		· · · · · · · · · · · · · · · · · · ·	
	Analysis	GOGO	oco .	Adjusted	version
	AIRCRAFT	DC-9			Alpha
	Based	ALB			Purchase
	Hours flown/yr	425			
	Contract vari cost PFH	\$3,138.00			
	Contract fixed cost PFH	\$2,259.00			
	Total cost PFH	\$5,397.00		(vari+fixed)	
	Total cost		\$2,293,725.00	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee	hours	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DC-9		Alpha
	Based	ALB		Purchase
	Number guar hrs/yr	0		
'	Hourly guar rate	\$0.00		
	Tot cost of guarantee	4.35	\$0.00 (guar hrs/yr*hourly rate)	

\$0.00 <<<< To line 20b >>	>> Additional Pilot and Crew	Charges	
Analysis	gogo coco	Adjusted	version
AIRCRAFT	DC-9		Alpha
Based	ALB		Purchase
Hrs/yr for extra crew	. 0		
Hourly rate	\$0.00		
Tot cost extra crew		\$0.00 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additional Maintenance S	Support	
	Analysis	gogo coco	Adjusted	version
1	AIRCRAFT	DC-9		Alpha
1	Based	ALB		Purchase
ŀ	Hours/yr added maint	. 0		
	Hourly rate	\$61.76		
	Tot added maint cost		\$0.00 (hrs/yr*hourly rate)	

\$0.00 <<<< To line 20d >>>>	d >>>> Airframe Alterations/Equipment Instal			stallation	
Analysis		gogo coco		Adjusted	version
AIRCRAFT	DC-9	•			Alpha
Based	ALB				Purchase
Time period - yrs		10			
Airframe alts		\$0.00			
Equipment instal		\$0.00			
1					
tot alt/install cost			\$0.00	(airframe alts+equip inst	tall)/yrs

\$0.00	<<< To line 20e	>>>>	Equipment	not Provided by G	overnme	nt	
	Analysis AIRCRAFT		DC-9	coco		Adjusted	version Alpha
	Based		ALB				Purchase
	Time period - yrs			. 10			
		Item a		\$0.00			
		Item b	ı	\$0.00			
		Item c	:	\$0.00			
	tot equipment cost				\$0.00	(item a+Item b+item c)/yrs	

\$0.00	<<< To line 20f >>>>	Additiona	I Ground Service	Support		
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	DC-9	•			Alpha
	Based	ALB				Purchase
	item a		\$0.00			
	item b		\$0.00			
	item o		\$0.00			
	tot grnd serv spprt cost			\$0.00	(item a+item b+item c)	·

\$0.00 <<<< To line 20g >>>>	Travel and per Diem		
Analysis	GOGO COCO	Adjusted v	ersion
AIRCRAFT	DC-9		Alpha
Based	ALB	Pur	rchase
Nights from base/yr	. 0		
Per diem rates	\$0.00		
misc costs	\$0.00		
tot trav&per diem costs	\$0.	00 (#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service Equipment Mileage		
	Analysis	GOGO COCO	Adjusted	version
i	AIRCRAFT	DC-9		Alpha
	Based	ALB		Purchase
	Equipment costs (not hourly)			l
1	item a	\$0.00		
	item b	\$0.00		
	item c	\$0.00		
	tot eqpt costs		\$0.00 (item a+item b+item c)	

\$0.00 <<<< To line 20i >>>>	Airport Fees	
Analysis	gogo coco	Adjusted version
AIRCRAFT	DC-9	Alpha
Based	ALB	Purchase
Legs flown/yr	531	
Airport fees (ave) \$/trip	\$0.00	
tot airport/yr	\$0.00	(trips/yr*\$/trip)

\$0	0.00 <<<< To line 20j	>>>> Other	Costs			
	Analysis		GOGO COCO		Adjusted	version
'	AIRCRAFT	DC-9	•			Alpha
	Based	ALB				Purchase
İ	Other costs					
		item a	\$0.00			
		item b	\$0.00			
		item c	\$0.00			
	tot other costs			\$0.00	(item a+item b+item c)	

	WORKONEEN							
\$7,595.86 <<< To line 21 >>>>		_	Costs					
Analysis		GOGO COCO		Adjusted	versio			
AIRCRAFT	DC-9	•			Alpha			
Based	ALB				Purchase			
Admin (a)								
Grade	GS-14							
Salary	\$84,	711.80						
Time allotment %		0%						
Benefits %of salary	,	32.45%						
Misc accounts \$/yi	r	\$0.00		(Salary*Time allotment %+				
Tot (a))		\$0.00	Benefits %of salary+Misc)				
Admin (b)								
Grade	GS-13							
Salary	/ \$71,	686.07						
Time allotment %	•	8%						
Benefits %of salary	/	32.45%						
Misc accounts \$/y	r ·	\$0.00		(Salary*Time allotment %+				
Tot (b))		\$7,595.86	Benefits %of salary+Misc)				
Admin (c)								
	GS-12							
Salary	, \$60.	283.52						
Time allotment %		0%						
Benefits %of salary	/	32.45%						
Misc accounts \$/y		\$0.00		(Salary*Time allotment %+				
Tot (c)			\$0.00	Benefits %of salary+Misc)				
Admin (d)	,							
	GS-9							
Salan		570.31						
Time allotment %		0%						
Benefits %of salary		32.45%						
Misc accounts \$/y	,	\$0.00		(Salary*Time allotment %+				
Tot (d		•	\$0.00	Benefits %of salary+Misc)				
Admin (e)	,			•				
	GS-9							
Salan		570.31						
Time allotment %		0%		·				
Benefits %of salary		32.45%						
Misc accounts \$/y		\$0.00		(Salary*Time allotment %+				
Tot (e		+ 	\$0,00	Benefits %of salary+Misc)				
101(0)	,		72.00					
			\$7,595.86	Total admin overhead costs				

		****	TO NOTE !				
\$0.00	<<< To line 22 >>>>	One Time Conversion Costs					
Aı	nalysis	GOGO COCO		Adjusted versio			
	RCRAFT	DC-9		Alph			
Ba	ased	ALB		Purchas			
Ti	me period - yrs	10					
. м	aterial costs \$/yr		\$0.00				
	Grade	GS-12					
	Time allocation %	0%					
	Severance	\$60,283.52					
	Moving	\$0.00					
	Retraining	\$0.00					
	Misc accounts \$/yr	\$0.00					
	Tot (a)		\$0.00	(sever+move+retrain+misc)			
	Grade	GS-12					
	Time allocation %	0%					
	Severance	\$60,283.52					
	Moving	\$0.00					
	Retraining	\$0.00					
	Misc accounts \$/yr	\$0.00		•			
	Tot (b)		\$0.00	(sever+move+retrain+misc)			
	Grade	GS-9					
	Time allocation %	0%					
	Severance	\$41,570.31					
•	Moving	\$0.00					
	Retraining						
	Misc accounts \$/yr						
	Tot (c)		\$0.00	(sever+move+retrain+misc)			
o	ther 1-time costs \$/yr		\$0.00				
т	otal conversion costs		\$0.00	(sum of above col)			
Α	nnual allocation of con	version costs	\$0.00	(Tot costs/yrs)			

\$0.00	<<< To line 23 >>>>	Gain on Disposal	/Transfer of Assets	·	
	Analysis		GOGO COCO		Adjusted version
	AIRCRAFT	DC-9			Aipl
	Based	ALB			Purcha
	Time period - yrs		10		
	To be sold/trans		no		
	Value of aircraft		\$0.00		
	Unpaid balance		\$0.00		
	Equity in aircraft			\$0.00	(value-unpaid bal)
	Cost of disposal			\$0.00	
	Tot gain			\$0.00	(equity - cost of disposal)
	Gain per time period			\$0.00	(tot gain/yrs)

\$3,907.19	<<< To line 28 >>>>	Conve	rsion Different	ial		
	Analysis		GOGO CO	CO	Adjusted	version
	AIRCRAFT	DC-9				Alpha
İ	Based	ALB				Purchase
•	Time period - years		- 10			
	Crew cost PFH		\$0.00			
	Hours flown/yr		425			
	Tot crew cost (vari)			\$0.00	(Crew cost PFH*hours)	
	Tot crew cost (fix)			\$286,487.34	(line 9)	
	Ops personnel cost			\$92,255.07	(wksht 14)	
	Adm personnel cost			\$11,976.83	(wksht 15)	
	Tot personnel (Convert)				\$390,719.24	()
	New cap acqustn costs				\$6,316,056.00	(wksht 11)
	Α		\$0.00			
İ	В		\$3,907.19			
	С	\$	157,901.40			
	D		\$3,907.19			
					\$3,907	

		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	DC-9 ALB	version Alpha Purchase		
	Gov't cost	Contractor cost			
	1st yr	1st yr			
variable costs PFH		\$3,048			
fixed cost PFH	\$2,904	\$2,259			
total costs PFH	\$4,515	\$5,307	•		
Flight Hours per Yo	42	25		1	0 year analysis
	Costs per	Total	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$4,515	\$1,918,790	\$0	\$20,284,200	\$4,773
COGO	\$3,870	\$1,644,865	(\$273,925)	\$19,505,530	\$4,590
GOCO	\$5,951	\$2,529,371	\$610,582	\$27,503,120	\$6,471
COCO	\$5,307	\$2,255,446	\$336,657	\$26,724,449	\$6,288

(· · · · · · · · · · · · · · · · · · ·			Decision Line		··· ··· ···		
		AIRCRAFT Based	DC-9 ALB	version Alpha Purchase	10	year analysis	
		Terminal	First Year Conversion	First Year Review Line (positive value favors col 1	Life of Model Conversion	Lite of Model Decision Line (positive value favors col 1	
Initial Structure	4-	Structure	Differential	structure)	Differential	structure)	
GOGO COGO	to to	COCO	\$3,907 \$3,907	\$340,564 \$614,489	\$47,519 \$47,519	\$6,487,768 \$7,266,439	
GOCO	to	COCO	\$0,307	(\$273,925)	\$0	(\$778,671)	
	te	COCO	\$0	\$0	\$0		NA
GOGO	to	GOCO	\$3.907	\$614,489	\$47,519	\$7,266,439	
COGO	to	GOCO	\$161,809	\$1,046,315	\$1,918,303	\$9,915,892	
GOCO	ŧo	coco	\$0	\$0	\$0	\$0	NA
COCO	to	GOCO	\$157,901	\$431,826	\$1,870,783	\$2,649,454	
GOGO	to	COGO	\$0	(\$273,925)	\$0	(\$778,671)	
coco	ŧo	coco	\$0	\$0	\$0	\$0	NA
GOCO	to	COGO	\$3,907	(\$880,599)	\$47,519	(\$7,950,071)	
COCO	to	COGO	\$3,907	(\$606,674)	\$47,519	(\$7,171,400)	
coco	ŧe	coco	\$ 0	\$0	\$0	*-	NA
COGO	to	GOGO	\$157,901	\$431,826	\$1,870,783	\$2,649,454	
GOCO	to	GOGO	\$3,907	(\$606,674)	\$47,519	(\$7,171,400)	
COCO	to	GOGO	\$161,809	(\$174,848)	\$1,918,303	(\$4,521,946)	

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Airc G III		Based ALB	Analysis GOGO Adjusted	coco	1st Yea Value	
COI	ITRACT AVIATION OPERATIONS COST WOR	KSHEET				
19.	Contract Cost (rate*hrs/yr)					\$1,611,838
20.	Cost Construction to Meet PWS					
	a. Daily availability/guarantee hours				4-4	\$0
	b. Additional pilot and crew charges				····	\$0
	c. Additional maintenance support					\$0
	d. Airframe alteration/equipment installation					\$0
	e. Equipment not provided by Government				***************************************	\$0
	f. Additional ground service support				·	\$0
	g. Travel and per diem				·	\$0
	h. Service equipment mileage			***************************************		\$0
	i. Airport fees					\$0
	j. Other costs					\$0
						£7 E06
21.	Contract Administration Costs	- -				\$7,596 \$0
22.	One-time Conversion Costs					\$0
23.	Gain on Disposal/Transfer of Assets (deduct					(\$32,237)
<u>24.</u>	Federal Income Tax (line 19*2% deduct cos	t)				(\$32,237)
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE C	051				C4 507 407
	(sum lines 19-25)					\$1,587,197
						
	IN-HOUSE VS CONTRACT PERFORMA	NCE		40) year analysis	•
	IN-HOUSE VS CONTRACT PERFORMA	NCE			year arranysis	
		Performa	nce periods	i		
		1st (mil)	2nd (mil)	3rd (mil)	add'l (mil)	TOTAL
<u>26.</u>	In-house Performance	\$1.82	\$1.77	\$1.72	\$10.65	\$15,956,370_
27.	Contract Performance	\$1.67	\$1.71	\$1.76	\$13.66	\$18,807,164
28.	Conversion Differential					\$39,765
<u>29.</u>	Adjusted Total Cost of Contract Performance	B	,			\$18,846,929
<u>30.</u>	Decision (line 29 minus line 26)					\$2,890,559
<u>31.</u>	COST COMPARISON DECISION:	Accompli	sh Work			
_		In-house		Yes	_	
		contract		No	_	

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

 Aircraft
 Based
 Analysis
 Version

 G III
 ALB
 GOGO COCO
 Alpha

 Adjusted
 Purchase

	· · · · · · · · · · · · · · · · · · ·			Adjusted	Purchas
Line-by-Line Front I	End A-76				
Elle-by-Ellie i Tolit i	PILO PI-1 V		START		
Fuels & Lubs	Fuel type		Jet A	NOTES	
in 1	Consumption (gal/hr)		466		
	% DOD		100%	-	
	unit cost \$/gal DOD		\$1.50		
	unit cost \$/gal COMM		\$2.00		
	Other consumables			oil	
Crew Costs	Rental rate/day		\$0.00		
ln 2	per diem rate		\$0.00	1	
	Number of crew		2		
	Grade (for overtime)		GS-12		
	Num hourly crew (a) Straight time hrs/yr		2087		
	Overtime hrs/yr		2007		
	Overtime factor		1.5		
	Num hourly crew (b)		. 0		
	Straight time hrs/yr		0		
	Hourly wage rate		\$0.00		
	Overtime hrs/yr Overtime rate		0		
	Misc/vr		File All Buckey & Control		
	Total variable cre	ew costs	\$0.00	ì	
		ltem b	• • • • • • • • • • • • • • • • • • • •		
		Item c	\$0.00		
Lease/Rent	Lease/Rent Fit Hrs/yr				
In 3	Lease/Reill Fit His/yi	a plane	0		
		b plane		· ·	
		c plane			
	Lease/Rent rates/hr		24.000.000.000.000.000.000.000.000.000.0		
		a plane			
		b plane c plane			
		o piano	Compared to the Residence of the State of th		
Landing/Tie-down	Landing fee /td	*	\$0.00		
in 4	Tie-down fee/day		\$0.00		
Maiationage	Maint labor man-hrs PFH		2.4700	A/O O- + 51	<u></u>
Maint/Spare In 5	Res for engine restoration			A/C Cost Eval. A/C Cost Eval.	
111 3	Res for dynamic compone		4250.72	Cost Eval.	•
	limited parts PFH		\$48.40	A/C Cost Eval.	
	misc		\$0.00		
	misc		\$0.00	·	
	misc		\$0.00		
Crew Cost Fixed	Crew (a)				
In 9	Ciew (a)	Grade	GS-13		
	Time allo	tment %	100%		
	Training c	osts \$/yr			
	Crew (b)	<u>.</u> .	CONSTRUCTOR SOCIETIES		
	Time allo		GS-12 100%		
	Training c			,	
	Crew (c)	ουιο ψ η γ ι			
			GS-11	Cabin Safety/Loaders per s	taffing plan
	Time allo		50%	·	
	Training c	osts \$/yr			
Maint Cost	Airframe,sys,instmt	hrs PFH	0.00		
In 10	•	nrs PFH hrs PFH			
, •		hrs PFH	0.00		
		hrs PFH	0.00	· · · · · · · · · · · · · · · · · · ·	
	Material costs		\$0.00		
	Airframe,sys,instmt	\$ PFH		A/C Cost Eval.	
	Avionics	\$ PFH			
	misc item (d)	\$ PFH \$ PFH	\$0.00 \$0.00		
	iteili (0)	A LLU	Ψ υ.υυ	1	

A 1 - 81	6 1		A11-i			1/
<u>Aircraft</u>	Based		Analysis			Versio Alab
G III	ALB		GUGU	COCO Adjusted	1	Alph Purchas
		· · · · · · · · · · · · · · · · · · ·	***	Aujusted		Fulcilas
	Sched inspect items	DEU	\$0.00			
		rs PFH	0.00			
		rs PFH	0.00			
		rs PFH	0.00			
		rs PFH	0.00	1		
	misc Tot\$		\$0.00			
A:	Costs (costs)	100 mm				
Aircraft Lease	Costs (current year)	sirere#	\$12,050,000.00			
In 11		aircraft				
		vionics	\$0.00 0%			
	service char	ige rate	U 70			
Depreciation	Value of aircraft	- Albahh				
in 12	Sale w/ a	avionics	\$12,050,000.00			
111 12	Oale W/ E	VIOLICS	Z. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	Į.		
	Custom Depreciation?		no	lf "ves" -	list residual values	
	Custom Depreciation:	cust	om seq (per yr)	i ,000 -	iist residuai values	
		Cusi	\$0		START HERI 2002	
	ŀ		\$0.		OTAKT HEIMZOOZ	
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	Equation?			If "voe"	list coefficients	
	Equation?	on coef	no value	ıı yes -	ust coemcients	
			value			
	Equali			1,,,,	CTADT LIEDE	
	Equali	a	0	<<<- <u>-</u>	START HERE	
	Equali	a b	0	<<<- <u>-</u>	START HERE	
	Equali	a b c	0 0 0	<<<- <u>-</u>	START HERE	
	Ециан	a b c d	0 0 0 0	<<<	START HERE	
	Ециан	a b c d e	0 0 0 0	<<<	START HERE	
		a b c d e f	0 0 0 0	<<<	START HERE	
	FORM; y=ax^5+bx^4+cx^3+dx/	a b c d e f	0 0 0 0	<<<-	START HERE	
		a b c d e f	0 0 0 0	<<<	START HERE	
		a b c d e f	0 0 0 0	<<<<	START HERE	
		a b c d e f	0 0 0 0	<<<	START HERE	
		a b c d e f	0 0 0 0		START HERE	
	FORM; y=ax^5+bx^4+cx^3+dx/	a b c d e f	0 0 0 0	<<<	START HERE	
Self-Insurance		a b c d e f	0 0 0 0	<<<-	START HERE	
	FORM; y=ax^5+bx^4+cx^3+dx/	a b c d e f	0 0 0 0	<<<-	START HERE	
Self-Insurance In 13c	FORM; y=ax^5+bx^4+cx^3+dx/ Auto-Calculation	a b c d e f	0 0 0 0	<<<-	START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx/	a b c d e f	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<<<-	START HERE	
Self-Insurance In 13c	FORM; y=ax^5+bx^4+cx^3+dx' Auto-Calculation Admin (a)	a b c d e f '2+ex+f	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx/ Auto-Calculation Admin (a) Time allot	a b c d e f '2+ex+f	0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx^4 Auto-Calculation Admin (a) Time allott	a b c d e f '2+ex+f Grade GS- ment % ints \$/yr	0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx/ Auto-Calculation Admin (a) Time allot	a b c d e f f **2+ex+f ** Grade GS-ment % ints \$/yr	0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx^4 Auto-Calculation Admin (a) Time allott Misc accounts Admin (b)	Grade GS-ment % ints \$/yr	0 0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx' Auto-Calculation Admin (a) Time allott Misc accou Admin (b) Time allott	Grade GS-ment %	0 0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Misc Account Misc account Misc A	Grade GS-ment %	0 0 0 0 0 0 0 0		START HERE	
Self-Insurance In 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx' Auto-Calculation Admin (a) Time allott Misc accou Admin (b) Time allott	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	0 0 0 0 0 0 0 0 0 14 12% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c)	Grade GS-ment % ints \$/yr Grade GS-grad	14 12% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Time allott Time allott Time Admin (c)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (c)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Time allott Time allott Time Admin (c)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 11 12 12% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c) Time allote Misc account Admin (d)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	114 12% \$0.00 12 12 \$0.00 11 48% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c) Time allote Misc account Admin (d) Time allote Misc account Admin (d) Time allote Time Admin (d)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 12 12 \$0.00 11 48% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c) Time allote Misc account Admin (d) Time allote Misc account Admin (d) Time allote Misc account Admin (d)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 12 12 12% \$0.00 11 48% \$0.00 9		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c) Time allote Misc account Admin (d) Time allote Misc account Admin (d) Time allote Time Admin (d)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 12 12% \$0.00 11 48% \$0.00 9 48% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (d)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 11 48% \$0.00 9 48% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (e) Time allott Misc account Admin (e)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	114 12% \$0.00 11 48% \$0.00 9 48% \$0.00 7		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (e) Time allott Misc account Admin (e)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	0 0 0 0 0 0 0 0 0 0 12 12 12% \$0.00 11 48% \$0.00 9 48% \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allote Misc account Admin (b) Time allote Misc account Admin (c) Time allote Misc account Admin (d) Time allote Misc account Admin (e) Time allote Misc account Admin (e) Time allote Misc account Admin (e)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 12 12 \$0.00 11 48% \$0.00 9 48% \$0.00 7		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (e) Time allott Misc account Admin (e)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	114 127 \$0.00 12 12 \$0.00 11 48% \$0.00 9 48% \$0.00 7 24% \$0.00 \$0.00 \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (e) Time allott Misc account Admin (e) Time allott Misc account Admin (e)	Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr Grade GS-ment % ints \$/yr	14 12% \$0.00 12 12% \$0.00 11 48% \$0.00 7 24% \$0.00 \$0.00 \$0.00 \$0.00 \$0.00		START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Time allott Misc account Admin (b) Time allott Misc account Admin (c) Time allott Misc account Admin (d) Time allott Misc account Admin (d) Time allott Misc account Admin (e) Time allott Misc account Admin (e)	Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr Grade GS- ment % ints \$/yr	114 127 \$0.00 12 12 \$0.00 11 48% \$0.00 9 48% \$0.00 7 24% \$0.00 \$0.00 \$0.00		START HERE	

<u>Aircraft</u>	Based	Analysis		Versio
G III	ALB	GOGO	Alpha	
			Adjusted	Purchas
	Phone	\$0.00		
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
	tilise /yi	\$0.00		
	A d (a)			
Admin Overnead	Admin (a)			
n 15	Grade G			
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Admin (b)	period of the state of the state of		
	Grade G	S-12		
	Time allotment %	0%		
		\$0.00		
	Misc accounts \$/yr		·	
	Admin (c)	345 SANGE ARTS		
	Grade G			
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Office space /yr	\$0.00		
	•	\$0.00		
	Office supplies /yr			
	Utilities /yr			
	Phone	\$0.00		
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00	7	
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
		Million and a state of the second second		
Cost Cap/Finance	Auto-Calculation	And the second s		
In 16				
13	- S			
Contract Cost	Contract vari cost PFH	\$1 554 25	A/C Cost Eval.	
			Per Brian	
In 19	Contract fixed cost PFH		rei bliali	
Daily Avail/Guar	Number guar hrs/yr	0		
In 20a	Hourly guar rate	\$0.00		
Add'l Pilot Crew	Hrs/yr for extra crew	0	1	
In 20b	Hourly rate	\$0.00		
111 200	ribany rate	Cartera a a como a care.		
A -1-III & 4-1-4	University added maint	. De salvato esta tra su contrata de la contrata de la contrata de la contrata de la contrata de la contrata d A		
Add'l Maint	Hours/yr added maint	V		
In 20c				
			l.,	
Airfrm Alt/Eqpt Install	Airframe alts	\$0.00		
In 20d	Equipment instal	\$0.00		
	= 4le	Contract of the Contract of th		
Nana Cault Fast	lto	\$0.00		····
None Gov't Eqpt	Item a			
In 20e	Item b	\$0.00	,	
	Item c	\$0.00		
		anda nakan ar ca		
Add'i Gnd Suprt	item a	\$0.00		
in 20f	item b	\$0.00		
111 201		\$0.00		
	item c			
Travel&/diem	Per diem rates	\$0.00		
In 20g	misc costs	\$0.00		
-		and the state of t		
Servic Eqpt Milage	Equipment costs (not hourly)			
		\$0.00		
		40.00	İ	
	item a	** **		
	item a item b	\$0.00	i	
	item a	\$0.00 \$0.00		
In 20h	item a item b	\$0.00		
In 20h	item a item b item c	\$0.00		
In 20h Airport Fees	item a item b	\$0.00		
In 20h Airport Fees	item a item b item c	\$0.00		
In 20h Airport Fees In 20i	item a item b item c	\$0.00		
Airport Fees In 20i Other costs	item a item b item c Airport fees (ave) \$/trip	\$0.00 \$0.00		
Airport Fees In 20i Other costs	item a item b item c Airport fees (ave) \$/trip	\$0.00 \$0.00 \$0.00		
in 20h	item a item b item c Airport fees (ave) \$/trip	\$0.00 \$0.00		
Airport Fees In 20i Other costs	item a item b item c Airport fees (ave) \$/trip	\$0.00 \$0.00 \$0.00		

Aircraft G III	Based ALB	<u>Analysis</u> GOGO ∥ COCO Adjusted			<u>Version</u> Alpha Purchase		
Con'tr Admin Costs	Admin (a)		946389	300000000000000000000000000000000000000			
in 21		Grade	GS-14				
	Time	allotment %		0%			
		ccounts \$/yr		\$0.00			
	Admin (b)			A 1 2 2 1 1 1 2 2 2 2			
		Grade	GS-13				
	Time	aliotment %		8%			
	Misc a	ccounts \$/yr		\$0.00			
	Admin (c)		a Tibu Magasidi	Europe of the C			
		Grade	GS-12				
	Time	allotment %		0%			
	Misc a	ccounts \$/yr		\$0.00			
	Admin (d)		A. 7. 85-38	Section of the Section of			
	(-/	Grade	GS-9	*****			
	Time	allotment %		0%			•
		ccounts \$/yr		\$0.00			
	Admin (e)			(AUAS) (CEA)			
	, 10,,,,,, (0)	Grade	GS-9				
	Time	allotment %		0%			
		ccounts \$/yr		\$0.00			
	111100 0	00001110 4/ /1	15 0 300	0.604 g/0.464 a.s.b			
One-time Conv'n Costs	Material costs \$/yr		2 22 2 2 2 CONT.	\$0.00	***************************************		
In 22	material cools of	Grade	GS-12	45.55			
111 22	Time	allocation %	00 .2	0%			
	11110	Moving		\$0.00			
		Retraining		\$0.00			
	Misca	ccounts \$/yr		\$0.00			
	IVIISC G		GS-12	40.00			
	Time	allocation %	00-12	0%			
	Time	Moving		\$0.00			
		Retraining		\$0.00			
	Micca	ccounts \$/yr		\$0.00			
	IVIISC a	Grade		\$0.00			
	Time	allocation %	33-3	0%			
	i ii ii e	Moving		\$0.00			
		Retraining		\$0.00			
	Miss	ccounts \$/yr		\$0.00			
	Other 1-time costs \$/yr			\$0.00			
	Other 1-time costs \$/yi		and a global production of the	0.000 W. C. C. C. C. C. C. C. C. C. C. C. C. C.			
Gain on Disp'l/Transfer	To be sold/trans		and the second second	no			
In 23	Value of aircraft			\$0.00			
111 23							
	Unpaid balance			\$0.00			
	Cost of disposal			\$0.00			
Conversion Differential			e de la companya de l				
Conversion Differential	Auto Octobrillo	·					
In 28	Auto-Calculat	iÓU	1. N. S. M. M.	x the thought of the children in the			

Common Data

Version					Alpha
Aircraft					G III
Based					ALB
Hours flown/yr					350
Legs flown/yr					245
Nights from base/yr					0
Salary Benefits					32.45%
Maint labor rate-\$/hr					\$61.76
Period of analysis-yrs (max 10 years)					10
Current year					2000
On-line year					2002
Interest rate					6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
	no	0	yes

		Insurance Calculati	ons		
G III	jet	8	0.003	\$14,000.00	\$250.00

aircraft	eng type	seats				
G III	jet	8	eng type	hull ins factor	liability ins base	liability ins plus/seat
·	·		helicopter jet single eng piston turboprop Twin eng piston	6.000% 0.300% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$250 \$250
NOTE: MUST SORT DATA (COLS A,B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	.0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	- 11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13,

1997

Basic National Payscale 1998

Basic Ivalional Laysca	10 1000
GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A" IV

III

Increment □ over	Basic □ I	Vatio	onal	⊡Pa	yscal	е

DEN	2.88%
ALB	0.00%
HUR	0.00%
MTR	0.00%
RMR	0.00%
SNR	2.11%

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING

ORDER BY COL

V

Source: OMP, 1998

\$719.97	<<< To line 1 >>>>	Total	Costs F	uels and Lubr	icants (P	FH)	
	Analysis		GOGO	lcoco	Adjusted	d	versio
	AIRCRAFT	G III			·		Alph
	Based	ALB					Purchas
	Fuel type	Jet A					
	Consumption (gal/hr)		466				
	% DOD		100%				
	unit cost \$/gal		\$1.50				
	% oth	er	0%				
	unit cost \$/gal		\$2.00				
	DOD fuel cost	:	\$699.00	(Consumption	(gal/hr) *	% DOD * unit co	ost \$/gal DOD)
	Other fuel cost		\$0.00	(Consumption	(gal/hr) *	% other * unit co	ost \$/gal other)
	Total fuel cost PFH		•	\$699.00			
	Other consumables		3%	\$20.97			
	Total costs fuels&lubs PFH			\$719.97	(Total fu	uel cost PFH+To	it lub cost PFH)

\$0.00	<<<< To line 2 >>>>	Crew C	osts (PFH)				
	Analysis		GOGOCOCO)	Adjusted		versio
	AIRCRAFT	G III	•				Alph
	Based	ALB					Purchase
	Hours flown/yr		350				
	Nights from base/yr		0				
	Rental rate/day		\$0.00				
	Days of car rental		0				
	per diem rate		\$0.00			(Nights from base/yr*per diem rate*	
	Number of crew		2			Number of crew+car rate*days rented)/	
			\$	00.0	PFH	Hours flown/yr	
	Grade (for overtime)	GS-12					
	Num hourly crew (a)		0				
	Straight time hrs/yr		2087				
j	Hourly wage rate		\$28.89				
	Overtime hrs/yr		0				
	Overtime factor		1.5			(Num hourly crew (a)*(Straight time hrs.	/yr*
	Overtime rate		\$43.33			Hourly wage rate+Overtime hrs/yr*	
				00.0	PFH	Overtime rate)/Hours flown/yr)	
•	Num hourly crew (b)		0				
ŀ	Straight time hrs/yr		0				
ł	Hourly wage rate		\$0.00				
-	Overtime hrs/yr		0				
	Overtime factor		1.5			(Num hourly crew (a)*(Straight time hrs.	/yr*
	Overtime rate		0			Hourly wage rate+Overtime hrs/yr*	
			9	\$0.00	PFH	Overtime rate)/Hours flown/yr)	
	Misc/yr						
-	Total variable crew costs	1	\$0.00				
	Item b)	\$0.00				
	Item o	;	\$0.00				
			;	\$0.00	PFH	((Item a + Item b + Item c)/hrs)	
			9	\$0.00	PFH	(sum of items above)	

\$0.00	<<<< To line 3 >>>>			sts (PFH)	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	G III			Alpha
	Based	ALB			Purchase
	Lease/Rent Fit Hrs/yr				
	a plane	Ö			
	b plane	0			
•	c plane	Ō			
	Total Lse/Rnt Hrs/yr		c	(a plane hrs +b plane hrs +	c plane hrs)
	Lease/Rent rates/hr				
	a plane	\$0.00			
	b plane	\$0.00			
	c plane	\$0.00			
	Annual Costs				
	a plane		\$0.00	(a plane hrs* a plane rate)	
	b plane		\$0.00	(b plane hrs* b plane rate)	
	c plane		\$0.00	(c plane hrs* c plane rate)	
	Total Annual \$Ls/Rt		\$0.00	(a plane \$/yr +b plane \$/yr	+ c plane \$/yr)
			\$0.00	PFH (Total \$/yr / Total Fit I	hrs/yr)

\$0.00	<<< To line 4 >>>>	Total La	nding Fee and Tie-	-Down c	osts (PFH)	
	Analysis		GOGO COCO		Adjusted	versio
	AIRCRAFT	G III			•	Alpha
	Based	ALB				Purchase
	Hours flown/yr		350			
	Legs flown/yr		245			
	Landing fee /td		\$0.00			
	Total landing fee/yr			\$0.00	(landings*landing fee)	
	Nights from base/yr		0			
	Tie-down fee/day		\$0.00			
	Total tie-down fee/yr			\$0.00	(Nights form base*tie-down fee) .
<i>,</i> I					PFH ((Tot landing fee +	
				\$0.00	tot tie-down fee) / hrs/yr)	

	(PFH)	Costs	and Spares	Maintenance :	Total M	\$553.43 <<<< To line 5g >>>>
version	ted	Adjust	oco	GOGO		Analysis
Alpha		-		-	G III	AIRCRAFT
Purchase					ALB	Based
				350		Hours flown/yr
				3.4700		Maint labor man-hrsPFH
(Maint labor man-hrsPFH*				\$61.76		Labor rate \$/hr
Labor rate \$/hr)	(5a)	PFH	\$214.31			
	(5b)	PFH	\$290.72			Res for retirement items
	(5c)	PFH	\$48.40			Res for eng overhl &rpr
	(5d)	PFH	\$0.00		* .	Res for maj comp overhl
	(5e)	PFH	\$0.00			Res for refurb & misc
	(5f)	PFH	\$0.00			Unscheduled Maint
(sum items 5a-5f)		PFH	\$553.43			

\$234,704.50 <<<< To line 9 >>>>	Crew Costs (fixed)			
Analysis	GOGO	coco	Adjusted	version
	G III			Alpha
Based	ALB			Purchase
Crew (a)				
Grade	GS-13			
Salary	\$71,686.07		•	
Time allotment %	100%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$13,300.00		(Salary*Time allotment %+	
Tot (a)		\$108,248.20	Benefits %of salary+Misc)	
Crew (b)				
	GS-12			
Salary	\$60,283.52			
Time allotment %	100%	,		
Benefits %of salary	32.45%			
Training costs \$/yr	\$13,300.00		(Salary*Time allotment %+	
Tot (b)		\$93,145.52	Benefits %of salary+Misc)	
Crew (c)				
Grade	GS-11			
Salary	\$50,299.39			
Time allotment %	50%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (c)		\$33,310.77	Benefits %of salary+Misc)	
		\$234,704.50	Total crew costs (fixed)	

			Maintenance Costs	>>>>	\$105,745.50 <<<< To line 10
versio	Adjusted		GOGO COCO		Analysis
Alph		-	G III	(AIRCRAFT
Purchas			ALB		Based
			350		Hours flown/yr
			\$61.76		labor rate \$/hr
				;	Sched maint items
(hrs*rate a*hrsPFH)		\$0.00	0.00	hrs PFH	Airframe,sys,instmt
(hrs*rate b*hrsPFH)		\$0.00	0.00	hrs PFH	Avionics
(hrs*rate c*hrsPFH)		\$0.00	0.00	hrs PFH	misc
(hrs*rate d*hrsPFH)		\$0.00	0.00	hrs PFH	item (d)
					Material costs
		105,745.50	\$302.13	\$ PFH	Airframe,sys,instmt
		\$0.00	\$0.00	\$ PFH	Avionics
		\$0.00	\$0.00	\$ PFH	misc
en a		\$0.00	\$0.00	\$ PFH	item (d)
(sum all maint)	\$105,745.50			ost	Tot sched maint co
			\$0.00	ns	Sched inspect item
(hrs*rate a*hrsPFH)		\$0.00	\$0.00	hrs PFH	Airframe, sys, instmt
(hrs*rate b*hrsPFH)	-	\$0.00	\$0.00	hrs PFH	item (b)
(hrs*rate c*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (c)
(hrs*rate d*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (d)
(sum all inspect items)	\$0.00			cost	Tot sched inspect
	\$0.00				misc Tot\$
(Sched maint+					
Sched inspect)	\$105,745.50				

		77 (77, 70, 100, 100, 100, 100, 100, 100, 10					
\$0.00	<<< To line 11 >>>>	Aircraft Lea					
	Analysis		GOGO	OCO	Adjusted	version	
•	AIRCRAFT	G III				Alpha	
	Based	ALB				Purchase	
	Time period - years		- 10				
	Costs (current year)	*40.0					
	Base aircraft	\$12,0	50,000.00				
	Avionics		\$0.00				
	Total cost (on-line year)			\$12,684,745.80	(base+avionics inflated)		
	Capital charge/yr			\$0.00	(total cost/time period)		
	Lease charge/yr						
	depreciation	\$	63,474.58		(wrksht 12)		
	interest	\$7	773,769.49		(wrksht 16)		
	Tot lease charge/yr			\$837,244.07	(dep+int)		
	Lease/Purchase						
	charge/yr						
	capital		268,474.58		(total cost/time period)		
	interest	\$1	773,769.49		(wrksht 16)		
	service charge rate		0%		(!t-!*t-)		
	service charge		\$0.00		(capital*rate)		
*************************	Tot lease /purchase			\$2,042,244.07			
	chrg/yr			φ ∠, 042,244.07			
	Cost free aircraft			\$0.00	(from above)		
				\$0.00	Purchase 1		

\$63,474.58	<<< To line 12 >>>>	Depre	ciation		
	Analysis		GOGO COC	00	Adjusted
	AIRCRAFT	G III	•		Alpha
	Based	ALB			Purchase
İ	Time period - years		10		
	Value of aircraft			no	Custom Depreciation?
	Purchase w/ avionics		\$12,684,745.80	no	Equation?
	Sale w/ avionics		\$12,050,000.00		
	Depreciation/yr			\$63,474.58	((Purchase w/ avionics-Sale w/ avionics)/ time period)

\$54,054.24	<<< To line 13c >>>>	Self-Insurance			
	Analysis	GOGO COC)	Adjusted	versio
	AIRCRAFT	GIII			Alph
	Based	ALB			Purchas
	Value of aircraft	\$12,684,745.80			
	Number of seats	8			
	Insurance factors				
ı	hull	0.0030		(fm common data cht)	
	liability (base)	\$14,000.00		(fm common data cht)	
	liability (/seat)	\$250.00		(fm common data cht)	
	Tot cost hull		\$38,054.24	(value of aircraft*hull ins fa	ctor)
	Liability				
	base	\$14,000.00			
	Tot per seat adder	\$2,000.00		(liability ins*num of seats)	
	Tot cost liability		\$16,000.00	(base+seat adder)	
	Total self ins cost		\$54,054.24	(Tot hull ins+Tot liability in	s)

_	WUKKSHEE!									
\$92,255.07	<<<< To line 14 >>>>	Operations Overh	ead							
A	nalysis	GOGO	coco	Adjusted	version					
	IRCRAFT	G III		,	Alpha					
	Based	ALB			Purchase					
		ALD			i dichase					
l A	idmin (a)									
		GS-14								
ł	Salary	\$84,711.80								
•	Time allotment %	12%		•						
	Benefits %of salary	32.45%								
	Misc accounts \$/yr	\$0.00			(Salary*Time allotment %+					
	Tot (a)		\$13,464.09		Benefits %of salary+Misc)					
Α.	idmin (b)		* •		,,					
		GS-12								
	Salary									
	Time allotment %	12%			(0.1. ***					
	Benefits %of salary	32.45%			(Salary*Time					
	Misc accounts \$/yr	· \$0.00			allotment %+Benefits %					
	Tot (b)		\$9,581.46		of salary+Misc)					
A	dmin (c)									
	Grade	GS-11								
	Salary	\$50,299.39								
	Time allotment %	48%								
	Benefits %of salary	32.45%			(Salary*Time					
	Misc accounts \$/yr	\$0.00			allotment %+Benefits %					
	Tot (c)		\$31,978.34		of salary+Misc)					
A.	dmin (d)									
	Grade	GS-9								
	Salary	\$41,570.31								
	Time allotment %	48%								
	Benefits %of salary	32.45%			(Salary*Time					
	Misc accounts \$/yr	\$0.00			allotment %+Benefits %					
	Tot (d)	40.00	\$26,428,74		of salary+Misc)					
	` ,		Φ20,420.74		OI Salai y TiviiSC)					
A	dmin (e)									
	Grade									
	Salary	\$33,982.75		a.						
	Time allotment %	24%								
	Benefits %of salary	32.45%			(Salary*Time					
	Misc accounts \$/yr	\$0.00			allotment %+Benefits %					
	Tot (e)		\$10,802.44		of salary+Misc)					
T	ot personnel		* •	\$92,255.07	(sum personnel items)					
'`	or boroomion			402,200.0 1	(
	langer rental	\$0.00								
		• • • • •								
	lome base tie-down fee	\$0.00								
	Office space	\$0.00								
	Office supplies	\$0.00	•							
l u	Itilities									
	Phone	\$0.00								
	Electricity	\$0.00								
	Oil/Gas heat	\$0.00								
	Water	\$0.00								
· n		\$0.00								
	luilding maintenance									
	nisc	\$0.00		00.00						
T-	ot non-personnel				(sum non-persnnl items)					
				\$92,255.07	Total ops ovrhd costs					

	WORKSHEET							
\$0.00	<<< To line 15 >>>>	Administrative Overhead						
	Analysis	gogo cocc		Adjusted	versio			
	AIRCRAFT	G III			Alpha			
	Based	ALB			Purchase			
	Admin (a)							
		GS-13						
	Salary	\$71,686.07						
	Time allotment %							
	Benefits %of salary							
	Misc accounts \$/yr			(Salary*Time allotment %+				
	Tot (a)		\$0.00	Benefits %of salary+Misc)				
	Admin (b)			•				
*		GS-12						
	Salary							
	Time allotment %							
	Benefits %of salary							
	Misc accounts \$/yr			(Salary*Time allotment %+				
	Tot (b)		\$0.00	Benefits %of salary+Misc)				
	Admin (c)		••••	,				
		GS-11						
	Salary							
	Time allotment %	-						
	Benefits %of salary							
	Misc accounts \$/yr			(Salary*Time allotment %+				
	Tot (c)	•	\$0.00	Benefits %of salary+Misc)				
	101 (0)		Ψ0.00	Donomo /oc. Galary mico/				
	Tot personnel		\$0.00					
	Office space	\$0.00						
	Office supplies	\$0.00						
	Utilities	•						
	Phone	\$0.00						
	Electricity	•						
	Oil/Gas heat							
	Water							
	Building maintenance	\$0.00						
	misc	\$0.00						
	miso	40.00						
	Tot non-personnel		\$0.00					
			\$0.00	Total admin overhead costs	•			

\$463,150.46	<<< To line 16 >>>>	Cost of C	apital or Finance Expens GOGO COCO	ie :	
I A	nalysis		. •	Adjusted	version
A	IRCRAFT	G III		•	Alpha
В	ased	ALB			Purchase
V	alue of aircraft	\$1	2,684,745.80		
Т	ime period - years		10		
l Ir	iterest rate		6.100%		
A	nnual levelized finan cost			\$463,150.46	

\$1,611,837.50 <<<< Analysis AIRCRA Based Hours flo	FT G III ALB	Contract Cost GOGO COCO	•	version Alpha rchase
	vari cost PFH	\$1,554.25		
Contract	fixed cost PFH	\$3,051.00		
Total cos	st PFH	\$4,605.25	(vari+fixed)	
Total cos	st	\$1,611,837.50	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee	hours	
/	Analysis	GOGOLCOCO	Adjusted	version
· /	AIRCRAFT	G III	•	Aipha
	Based	ALB		Purchase
1	Number guar hrs/yr	0		
H	lourly guar rate	\$0.00		
1	Tot cost of guarantee		\$0.00 (guar hrs/yr*hourly rate)	

\$0.00 <<<< To line	20b >>>>	Additional Pilot and Cre	w Charges		
Analysis		GOGO COC	0	Adjusted	version
AIRCRAFT		G III			Alpha
Based		ALB		*	Purchase
Hrs/yr for extra	crew	. 0			
Hourly rate		\$0.00	2		
Tot cost extra c	rew		\$0.00	(hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additional Maintenance Suppo	rt	
	Analysis AIRCRAFT	GOGO COCO G III ALB	Adjusted	version Alpha Purchase
	Based Hours/yr added maint Hourly rate	0 \$61.76		T dionago
	Tot added maint cost	\$	0.00 (hrs/yr*hourly rate)	

\$0.00 <<<< To line 2	Od >>>> Airfran	Airframe Alterations/Equipment Installation				
Analysis		GOGO COCO	Adjusted	version		
AIRCRAFT	G III	•		Alpha		
Based -	ALB			Purchase		
Time period - yrs		. 10				
Airframe alts		\$0.00				
Equipment instal		\$0.00				
tot alt/install cost			\$0.00 (airframe alts+equ	ip install)/yrs		

\$0.00	<<< To line 20e	<<< To line 20e >>>>		Equipment not Provided by Government			
	Analysis AIRCRAFT		G III	GOGO COCO		Adjusted	version Alpha
	Based Time period - yrs		ALB	10			Purchase
,		Item a		\$0.00 \$0.00			
		Item c		\$0.00			
	tot equipment cost				\$0.00	(item a+Item b+item c)/yrs	

\$0.0	0 <<<< To lin	e 20f :	>>>>	Addition	nal Ground Service	Support	
	Analysis				GOGO COCO	Adjusted	version
	AIRCRAFT			G III	•		Alpha
	Based		•	ALB			Purchase
			item a		\$0.00		
			item b		\$0.00		
			item c		\$0.00		
	tot grnd serv	spprt c	ost			\$0.00 (item a+item b+item c)	

\$0.00 <<<< To line 20g >>>>	Travel and per Diem		
Analysis	GOGOCOCO	Adjusted	version
AIRCRAFT	GIII		Alpha
Based	ALB		Purchase
Nights from base/yr	. 0		
Per diem rates	\$0.00	•	
misc costs	\$0.00		
tot trav&per diem costs		\$0.00 (#nights*per diem+misc)	

\$0.00 <<<< To line 20h >>>>	Service E	quipment Mileage			
Analysis AIRCRAFT	GIII	GOGO COCO		Adjusted	version Alpha
Based	ALB				Purchase
Equipment costs (not hourly)					
item	а	\$0.00			
item	b	\$0.00			
item	C	\$0.00			
tot eqpt costs			\$0.00	(item a+item b+item c)	

\$0.00	<<< To line 20i >>>>	Airport Fees		
	Analysis	GOGO COCO	Adjusted	version
1	AIRCRAFT	G III	•	Alpha
	Based	ÁLB		Purchase
	Legs flown/yr	245		
	Airport fees (ave) \$/trip	\$0.00		
	tot airport/yr		\$0.00 (trips/yr*\$/trip)	

\$0.00 <<< To line 20j >>	>> Other (Costs			
Analysis		GOGO COCO		Adjusted	version
AIRCRAFT	G III				Alpha
Based	ALB				Purchase
Other costs					
it	em a	\$0.00			
it	em b	\$0.00			
it	em c	\$0.00			
tot other costs			\$0.00	(item a+item b+item c)	

\$7,595.86 <<<< To l	ine 21 >>>>	Contract Ac	iministrative	Costs		
Analysis		C	sogo coco		Adjusted	version
AIRCRAFT	r .(G III	•			Alpha
Based		ALB ·				Purchase
Admin (a)						
,	Grade (GS-14				
	Salary	\$84,7	11.80			
Time	allotment %		0%			
Benefi	ts %of salary	32	2.45%			
Misc a	accounts \$/yr	!	\$0.00		(Salary*Time allotment %+	
	Tot (a)			\$0.00	Benefits %of salary+Misc)	
Admin (b)	` ,				•	
,	Grade (GS-13				
	Salary	\$71,6	86.07			
Time	allotment %		8%			
Benefi	ts %of salary	33	2.45%			
Misca	accounts \$/yr	;	\$0.00		(Salary*Time allotment %+	
	Tot (b)			\$7,595.86	Benefits %of salary+Misc)	
Admin (c)	(- /				,	
1	Grade (GS-12				
1	Salary	\$60,2	83.52			
Time	allotment %		0%			
Benefi	ts %of salary	3:	2.45%			
_	accounts \$/yr	:	\$0.00		(Salary*Time allotment %+	
	Tot (c)		•	\$0.00	Benefits %of salary+Misc)	
Admin (d)	(-)			• • • • •	,	
(2,	Grade (GS-9				
	Salary	\$41,5	70.31			
Time	allotment %		0%			
1	ts %of salary	3:	2.45%			
	accounts \$/yr		\$0.00		(Salary*Time allotment %+	
	Tot (d)		••••	\$0.00	Benefits %of salary+Misc)	
Admin (e)	(0)				,,	
, , , , , , , , , , , , , , , , , , , ,	Grade (GS-9				
·	Salary	\$41,5	70.31			
Time	allotment %	0.1,0	0%			
	its %of salary	3:	2.45%			
	accounts \$/yr		\$0.00		(Salary*Time allotment %+	
Wilse	Tot (e)	`	+ 	\$0.00	Benefits %of salary+Misc)	
	701(0)			,	, , , , , , , , , , ,	
				\$7,595.86	Total admin overhead costs	

\$0.00 <<< To line 22 >>>>	One Time Conversion Costs		
Analysis	gogo coco		Adjusted version
AIRCRAFT	G III		Alpha
Based	ALB		Purchase
Time period - yrs	10		
Material costs \$/yr		\$0.00	
Grade	e GS-12		
Time allocation %			
Severance			
Movin	· · · · · · · · · · · · · · · · · · ·		
Retrainin	• • • • • • • • • • • • • • • • • • • •		
Misc accounts \$/y			
Tot (a		\$0.00	(sever+move+retrain+misc)
	•		
	e GS-12		
Time allocation %			
Severance			
Movin			
Retraining	•		
Misc accounts \$/y			
Tot (b), .	\$0.00	(sever+move+retrain+misc)
Grade	e GS-9		
Time allocation %	0%		
Severance	e \$41,570.31		
Movin	\$0.00		
Retrainin	\$0.00		
Misc accounts \$/y	r \$0.00		
Tot (c)	\$0.00	(sever+move+retrain+misc)
Other 1-time costs \$/yr		\$0.00	
Total conversion costs		\$0.00	(sum of above col)
Annual allocation of co	nversion costs	\$0.00	(Tot costs/yrs)

\$0.00 <<<< To line 23 >>>>	Gain on Disposal/Transfer of Assets	
Analysis	gogo coco	Adjusted version
AIRCRAFT	GIII	Alpha
Based	ALB	Purchase
Time period - yrs	- 10	
To be sold/trans	no	
Value of aircraft	\$0.00	
Unpaid balance	\$0.00	
Equity in aircraft		\$0.00 (value-unpaid bal)
Cost of disposal		\$0.00
Tot gain		\$0.00 (equity - cost of disposal)
Gain per time period		\$0.00 (tot gain/yrs)

			Differential	Conversi	<<< To line 28 >>>>	\$3,269.60
version	Adjusted	Adjı	ogo coco		Analysis	
Alpha			•	G III	AIRCRAFT	
Purchase				ALB	Based	
			10		Time period - years	
			0.00		Crew cost PFH	
			350		Hours flown/yr	ļ
	(Crew cost PFH*hours)	\$0.00 (Cre			Tot crew cost (vari)	
	(line 9)	,704.50 (line	\$2		Tot crew cost (fix)	1
	(wksht 14)	,255.07 (wk	\$		Ops personnel cost	
	(wksht 15)	\$0.00 (wk			Adm personnel cost	· .
()	\$326,959.57				Tot personnel (Convert)	
(wksht 11)	\$12,684,745.80				New cap acqustn costs	
			0.00		Α	
			9.60	\$3	В	
			8.65	\$317	C	
			9.60	\$3	D	
	\$3,270					

-		Non-Adjusted XOX	(O Costs		
	AIRCRAFT Based	G III ALB	version Alpha Purchase		
	Gov't cost	Contractor cost			
	1st yr	1st yr			
variable costs PFH	\$1,273	\$1,484			
fixed cost PFH	\$3,783	\$3,051			
total costs PFH	\$5,056	\$4,535			
Flight Hours per Ye	35	50		1	0 year analysis
	Costs per	Total	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$5,056	\$1,769,692	\$0	\$15,956,370	\$4,559
COGO	\$4,324	\$1,513,539	(\$256,153)	\$17,957,273	\$5,131
GOCO	\$5,267	\$1,843,350	\$73,658	\$16,806,261	\$4,802
coco	\$4,535	\$1,587,197	(\$182,496)	\$18,807,164	\$5,373

			Decision Line				
				version			
		AIRCRAFT	G III	Alpha			
		Based	ALB	Purchase			
					10	year analysis	
						Life of Model	
				First Year Review	•	Decision Line	
			First Year	Line (positive	Life of Model	(positive value	
		Terminal	Conversion	value favors col 1	Conversion	favors col 1	
Initial Structure		Structure	Differential	structure)	Differentia!	structure)	
GOGO	to	COCO	\$3,270	(\$179,226)	\$39,765	\$2,890,559	
COGO	to	coco	\$3,270	\$76,927	\$39,765	\$889,656	
GOCO	to	coco	\$0	(\$256,153)	\$0	\$2,000,903	
coco	to	coco	\$0	\$0	\$0	\$0	NA
GOGO	to	GOCO	\$3,270	\$76,927	\$39,765	\$889,656	
COGO	to	GOCO	\$320,388	\$650,199	\$3,796,921	\$2,645,909	
coco	to	GOCO	\$0	\$0	\$0	\$0	NA
coco	to	GOCO	\$317,119	\$573,272	\$3,757,156	\$1,756,253	
GOGO	to	COGO	\$0	(\$256,153)	\$0	\$2,000,903	
coco	ŧe	coco	\$0	\$0	\$0	.\$0	NA
GOCO	to	COGO	\$3,270	(\$326,541)	\$39,765	\$1,190,777	
coco	to	COGO	\$3,270	(\$70,388)	\$39,765	(\$810,126)	
coco	ŧo	coco	\$0	\$0	\$0	\$0	NA
COGO	to	GOGO	\$317,119	\$573,272	\$3,757,156	\$1,756,253	
GOCO	to	GOGO	\$3,270	(\$70,388)	\$39,765	(\$810,126))
coco	to	GOGO	\$320,388	\$502,884	\$3,796,921	\$946,127	

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Airc	raft	Based	Analysis		Version
G III		ALB	GOGO COCO	1st Year	Alpha
			Adjusted	Values	Purchase
DIR	<u>ECT OPERATION COSTS PER FLIGHT HO</u>	UR (PFH)			
1.	Fuel and Lubricants			······································	\$719.97
2.	Crew Cost (PFH)				\$0.00
3.	Aircraft Lease or Rental				\$0.00
4.	Landing Fee and Tie-Down	***************************************			\$0.00
5.	Maintenance and Spares	b DELD		****	
	a. Labor cost (\$ per hour multiplied by m	nan-nours PFH)		\$214.31	
	b. Reserve for retirement items	·	·	\$290.72	
	c. Reserve for engine overhaul and repa			\$48.40	
	d. Reserve for major component overhau		limited items	\$0.00	
	e. Reserve for aircraft refurbishment and	miscellaneous		\$0.00	
	f. Unscheduled maintenance	***************************************		\$0.00	
	g. Total direct maintenance and spares				\$553.43
<u>6.</u>	Total Direct Operating Cost PFH				\$1,273.40
<u>7.</u>	Flight Hours for PWS				350
				,	
<u>8.</u>	TOTAL DIRECT OPERATING COST				
	(line 6 multiplied by line 7)		,		\$445,689
FIXE	ED OPERATION ANNUAL COST				
9.	Crew Costs				\$234,704
3. 10.	Maintenance Costs			·	\$105,746
11.	Aircraft Lease	······································			\$103,740
12.	Depreciation				\$63,475
13.	Self-Insurance Costs				J03,475
13.				\$16,000	
				\$38,054	
				\$30,034	CE4.0E4
		***************************************	·		\$54,054
14.	Operations Overhead	***************************************			\$92,255
15.	Administrative Overhead	·····	######################################	······································	\$0
16.	Cost of Capital or Finance Expense				\$773,769
4-		_			
<u>17.</u>	TOTAL FIXED OPERATING ANNUAL CO	ST			
	(sum lines 9 thru 16)	***************************************	······································		\$1,324,003
40	TOTAL IN HOUSE DEDEODMANCE COS	•			
<u>18.</u>	TOTAL IN-HOUSE PERFORMANCE COS	'			A. =00 0
	(line 8 + line 17)				\$1,769,692

A-76 AIRCRAFT AND AVIATION COST COMPARISON

<u>Airc</u> Lear		<u>Based</u> ALB	Analysis GOGO¶COCO Adjusted	1st Year Values	<u>Version</u> Alpha Purchase
DIR	ECT OPERATION COSTS PER FLIGHT HOL	JR (PFH)	Adjusted	Values	r dronasc
					2005.00
1.	Fuel and Lubricants				\$285.83
2.	Crew Cost (PFH)			····	\$0.00
3.	Aircraft Lease or Rental		·		\$0.00
4.	Landing Fee and Tie-Down				\$0.00
5.	Maintenance and Spares				
	a. Labor cost (\$ per hour multiplied by ma	an-hours PFH)		\$138.34	
	b. Reserve for retirement items	·····	·	\$214.74	
	c. Reserve for engine overhaul and repair			\$11.00	
	d. Reserve for major component overhaul		limited items	\$0.00	
	e. Reserve for aircraft refurbishment and	miscellaneous		\$0.00	
	f. Unscheduled maintenance			\$0.00	
	 g. Total direct maintenance and spares 				\$364.08
<u>6.</u>	Total Direct Operating Cost PFH				\$649.91
<u>7.</u>	Flight Hours for PWS				325
<u>8.</u>	TOTAL DIRECT OPERATING COST				0044 000
	(line 6 multiplied by line 7)				\$211,220
	· · · · · · · · · · · · · · · · · · ·				
FIXE	D OPERATION ANNUAL COST				•
9.	Crew Costs				\$270,200
9. 10.	Maintenance Costs				\$38,139
11.	Aircraft Lease				\$0
					(\$20,468)
12.	Depreciation				(\$20,400)
13.	Self-Insurance Costs			\$15.500	
	a. Liability			\$10,500	
	b. Casualty			90	\$15,500
	c. Total Self-Insurance Cost				\$92,255
14.	Operations Overhead		**************************************		\$0
15.	Administrative Overhead		·		
16.	Cost of Capital or Finance Expense				\$277,722
		_			
<u>17.</u>	TOTAL FIXED OPERATING ANNUAL COS	5 1			\$673,348
	(sum lines 9 thru 16)				₩ 013,340
40	TOTAL IN LIGHT DEDECRIMANCE COST				
<u>18.</u>	TOTAL IN-HOUSE PERFORMANCE COST				EDO 4 500
	(line 8 + line 17)				\$884,568

A-76 AIRCRAFT AND AVIATION COST COMPARISON

<u>Airc</u> Lea		Based ALB	Analysis GOGC Adjusted	coco	1st Ye Valu	· ·· · · · · · · · · · · · · · · · · ·
CO	TRACT AVIATION OPERATIONS COST WOR	KSHEET				.,, .,.,.,.
19.	Contract Cost (rate*hrs/yr)					\$882,564
20.	Cost Construction to Meet PWS a. Daily availability/guarantee hours					\$0
	b. Additional pilot and crew charges					\$0
	c. Additional maintenance support	**************************************				\$0
	d. Airframe alteration/equipment installation		······································			\$0
	e. Equipment not provided by Government	·····				\$0
	f. Additional ground service support	······································				\$0
	g. Travel and per diem				·····	\$0
	h. Service equipment mileage					\$0
	i. Airport fees				······································	\$0
	j. Other costs			***************************************		\$0

21.	Contract Administration Costs	•				\$7,596
22.	One-time Conversion Costs				····	\$0
23.	Gain on Disposal/Transfer of Assets (deduct	cost)		·····		\$0
24.	Federal Income Tax (line 19*2% deduct cos	t)			***************************************	(\$17,651)
	·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		***************************************	************************	
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE C	OST				
	(sum lines 19-25)					\$872,508
			,			
	IN-HOUSE VS CONTRACT PERFORMA	NCE		10) year analysi	5
		Performa	nce periods	5		
		1st (mil)	2nd (mil)	3rd (mil)	add'l (mil)	TOTAL
<u>26.</u>	In-house Performance	\$0.92	\$0.91	\$0.90	\$6.12	\$8,854,111
<u>27.</u>	Contract Performance	\$0.92	\$0.94	\$0.97	\$7.51	\$10,339,682
28.	Conversion Differential	/////////////////////////////////////	-1	•	**************************************	\$44,082
<u>29.</u>	Adjusted Total Cost of Contract Performance	9		***************************************		\$10,383,764
<u>30.</u>	Decision (line 29 minus line 26)					\$1,529,653
<u>31.</u>	COST COMPARISON DECISION:	Accompli	sh Work			
		In-house		Yes	-	
		contract		No		

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

Common Data

Version		•	•	·	Alpha
Aircraft					Lear 35
Based					ALB
Hours flown/yr					325
Legs flown/yr					260
Nights from base/yr					0
Salary Benefits					32.45%
Maint labor rate-\$/hr					\$61.76
Period of analysis-yrs (max 10 years)					10
Current year					2000
On-line year					2002
Interest rate		·/····································			6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
1 -	no	0	yes

		Insurance Calculations	š		
Lear 35	jet	6	0	\$14,000.00	\$250.00

aircraft	eng type	seats]			
Lear 35	jet	6	eng type	hull ins factor	liability ins base	liability ins plus/seat
	·		helicopter jet single eng piston turboprop Twin eng piston	6.000% 0.000% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$250 \$250
NOTE: MUST SORT DATA (COLS A,B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	. 7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13, 1997.

III

Bas	ic N	lational	Pay	/scale	1998

Basic Halloria: Layouzie 100	
GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A"

IV

DEN	2.88%
ALB	0.00%
HUR	0.00%
MTR	0.00%
RMR	0.00%
SNR	2.11%
	•

F0000000000000000000000000000000000000	

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL Source: OMP, 1998

Aircraft Lear 35 <u>Based</u> ALB Analysis
GOGO COCO
Adjusted

Version Alpha Purchase

			Adjusted	Purchase			
Line-by-Line Front E	nd A-76						
		START V V	NOTES				
Fuels & Lubs	Fuel type	Jet A					
In 1	Consumption (gal/hr) % DOD	. 185 100%					
	unit cost \$/gal DOD	\$1.50					
	unit cost \$/gai COMM	\$2.00					
	Other consumables	3%	oil				
Crew Costs	Rental rate/day	\$0.00					
In 2	per diem rate Number of crew	\$0.00 2	,				
	Grade (for overtime)	GS-12					
	Num hourly crew (a)	0					
	Straight time hrs/yr	2087	' ·				
	Overtime hrs/yr	0	· B				
	Overtime factor	1.5	•				
	Num hourly crew (b)	0					
	Straight time hrs/yr	0.00 0.00					
	Hourly wage rate Overtime hrs/yr	90.00					
	Overtime rate	Ŏ	I .				
	Misc/yr	months and the state of the sta	d				
	Total variable crew costs	\$0.00	1				
	Item t						
	Item o	\$0.00					
	Deat Ell Deates						
Lease/Rent In 3	Lease/Rent Fit Hrs/yr a plane	C					
in 3	b plane	· -					
	c plane	-	a]				
	Lease/Rent rates/hr	-1969) (ABBATADAR TRA	1				
	a plane		}				
	b plane		'				
	c plane	\$0.00	<u>.</u>				
Landing/Tip down	Landing fee /td	\$0.00					
Landing/Tie-down In 4	Tie-down fee/day	\$0.00					
11.4	no down loorday						
Maint/Spare	Maint labor man-hrs PFH		A/C Cost Eval.				
in 5	Res for engine restoration PFH	·	A/C Cost Eval.				
	Res for dynamic component & life						
	limited parts PFH	\$11.00	l .				
	misc	\$0.00					
	misc misc	\$0.00 \$0.00					
	msc	\$0.00 English (6.00 - 6.00)					
Crew Cost Fixed	Crew (a)						
in 9		GS-13					
	Time allotment %		,				
	Training costs \$/y	r \$47,703.00					
	Crew (b)		•				
		GS-12					
	Time allotment % Training costs \$/y		'				
	Crew (c)	1 447,703.00					
		e GS-11					
	Time allotment %		,				
	Training costs \$/y						
Maint Cost	Airframe, sys, instmt hrs PFI		1				
In 10	Avionics hrs PFI		1				
	misc hrs PFI item (d) hrs PFI		•				
	item (d) hrs PFI Material costs	\$0.00					
	Airframe,sys,instmt \$ PFI		A/C Cost Eval.				
	Avionics \$ PFI		P. Company				
	misc \$PFI						

<u>Aircraft</u> Lear 35	<u>Based</u> ALB	Analysis GOGO	COCO Adjusted	<u>Versio</u> Alph Purchas
	Sched inspect items	\$0.00		
	Airframe, sys, instmt hrs PFH	0.00		
	item (b) hrs PFH	0.00		
	item (c) hrs PFH	0.00		
	item (d) hrs PFH	0.00		
	misc Tot\$	\$0.00		
Aircraft Lease	Costs (current year)			
n 11	Base aircraft	\$4,325,000.00		
	Avionics	\$0.00		
	service charge rate	0%		
Depreciation	Value of aircraft	A Committee of the Comm		
n 12	Sale w/ avionics	\$4,757,500.00		
	Custom Depreciation?	no	If "yes" - list residual values	
	custom Depreciation?	om seq (per yr)	ii yoo - iist roolaan valabo	
		\$0	< START HERI 2002	
		\$0		
		\$0		
		\$0		
		\$0		
		\$0		
		\$0		
		\$0		
		\$0		
	i	\$0 •0		
		\$0		
	Equation?		If "yes" - list coefficients	
	Equation coef	value	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	a	0	<<<- START HERE	
	1 -			
	b	0		
	b c	0		
	b c d	0		
	b c	0 0 0		
	b c d e f	0		
	b c d	0 0 0		
	b c d e f	0 0 0		
	b c d e f	0 0 0		
	b c d e f	0 0 0		
Self-Insurance	b c d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f	0 0 0		
	b c d e f	0 0 0		· · · · · · · · · · · · · · · · · · ·
in 13c	b c d e FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation	0 0 0		
in 13c Ops Overhead	b c d e f f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a)	0 0 0 0		
in 13c Ops Overhead	b c d d e f f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade GS-	0 0 0 0		
in 13c Ops Overhead	FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation Admin (a) Grade GS- Time allotment %	0 0 0 0		· · · · · · · · · · · · · · · · · · ·
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr	0 0 0 0		
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr	.14 12% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Grade Time allotment % Misc accounts \$/yr Admin (b)	.14 12% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr Admin (b) Grade GS- Grade GS- GS- GS- GS- GS- GS- GS- GS-	0 0 0 0 14 12% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (b) Grade GS. Time allotment % Misc accounts \$/yr	.14 12% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (b) Grade GS. Time allotment % Misc accounts \$/yr	.14 12% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Grade GS Time allotment % Time allotment % Time allotment % Misc accounts \$/yr Admin (c)	0 0 0 0 0 0 12% \$0.00 -12 12% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS GS GS GS GS GS GS GS GS GS	0 0 0 0 0 114 12% \$0.00 12 12 \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS- Time allotment % Misc accounts \$/yr Admin (c) Grade GS- Time allotment % Misc accounts \$/yr Admin (d)	.14 12% \$0.00 -12 12% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS.	14 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr	114 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr	114 12% \$0.00 -12 12 12% \$0.00 -11 48% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr Admin (b) Grade GS- Time allotment % Misc accounts \$/yr Admin (c) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (e)	14 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr Admin (b) Grade GS- Time allotment % Misc accounts \$/yr Admin (c) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (e) Grade GS- Time allotment % Grade GS- Time allotment % Misc accounts \$/yr Admin (e) Grade GS- Time allotment % Misc accounts \$/yr Admin (e) Grade GS- Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 12 \$0.00 -12 12% \$0.00 -11 48% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS- Time allotment % Misc accounts \$/yr Admin (b) Grade GS- Time allotment % Misc accounts \$/yr Admin (c) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Misc accounts \$/yr Admin (d) Grade GS- Time allotment % Grade GS- Time allotment % Misc accounts \$/yr Admin (e) Grade GS- Time allotment %	.14 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24%		
in 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS. Time allotment % Misc accounts \$/yr Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr	14 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24% \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS.	114 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24% \$0.00 \$0.00		
in 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Hangar rental /yr Hangar rental /yr Home base tie-down fee /yr	114 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24% \$0.00 \$0.00 \$0.00 \$0.00		
n 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e)	12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24% \$0.00 \$0.00 \$0.00 \$0.00 \$0.00		
Self-Insurance in 13c Ops Overhead In 14	Auto-Calculation Admin (a) Admin (b) Grade GS. Time allotment % Misc accounts \$/yr Admin (c) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (d) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Admin (e) Grade GS. Time allotment % Misc accounts \$/yr Hangar rental /yr Hangar rental /yr Home base tie-down fee /yr	114 12% \$0.00 -12 12% \$0.00 -11 48% \$0.00 -7 24% \$0.00 \$0.00 \$0.00 \$0.00		

		VVORNS	NOTICE		
Aircraft	Based	<u>Analysis</u>	<u>Version</u>		
Lear 35	ALB	GOGO	COCO Alpha		
			Adjusted Purchase		
	Phone	\$0.00			
	Electricity				
	Oil/Gas heat				
	Water	\$0.00			
		\$0.00	•		
	Building maintenance /yr	\$0.00			
	misc /yr	\$0.00			
		and the second of the second s			
Admin Overhead	Admin (a)				
In 15		GS-13			
	Time allotment %	0%			
	Misc accounts \$/yr	\$0.00			
	Admin (b)	and the state of t			
		GS-12			
	Time allotment %	0%			
	Misc accounts \$/yr	\$0.00			
	Admin (c)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
		GS-11			
	Time allotment %	0%			
	Misc accounts \$/yr		a.		
	Office space /yr	\$0.00			
	Office supplies /yr	\$0.00			
		ACTIVATION AND ACTIVATION			
	Utilities /yr				
	Phone	I			
	Electricity				
	Oil/Gas heat	and the second s			
	Water				
	Building maintenance /yr	\$0.00			
	misc /yr	\$0.00			
	•	Control of the Contro			
Cost Cap/Finance	Auto-Calculation				
In 16					
*** **					
Contract Cost	Contract vari cost PFH	\$742.93	A/C Cost Eval.		
In 19	Contract fixed cost PFH		A/C Cost Eval.		
11.10	Community and Court in the	2006-2018-00-00-00-00-00-00-00-00-00-00-00-00-00			
Daily Avail/Guar	Number guar hrs/yr	0			
In 20a		\$0.00			
in 20a	Hourly guar rate	Participation (1988) Production (1988)			
7.1 W B1 1.0	The first sides are the	U SAN AND CONTRACTOR AND AND CONTRACTOR AND CONTRAC			
Add'l Pilot Crew	Hrs/yr for extra crew	£0.00			
In 20b	Hourly rate	. \$0.00			
Add'l Maint	Hours/yr added maint	0			
In 20c					
Airfrm Alt/Eqpt Install	Airframe alts	\$0.00			
In 20d	Equipment instal	\$0.00			
====	4.4	449.366.0248.00.85.0			
None Gov't Eqpt	Item a	\$0,00			
	Item b				
In 20e	Item c				
	nem c				
A 1 # 0 1 6 :	16	\$0.00			
Add'l Gnd Suprt	item a		1		
in 20f	item b		1		
	item o				
		Commence of the Commence of th			
Travel&/diem	Per diem rates	\$0.00	1		
In 20g	misc costs	\$0.00	j		
Servic Eqpt Milage	Equipment costs (not hourly)				
., .	item a	\$0.00	1		
In 20h					
In 20h	item t		l .		
In 20h	item t				
In 20h		\$0.00			
	item t item c	\$0.00			
Airport Fees	item t	\$0.00			
	item t item c	\$0.00			
Airport Fees In 20i	item t item c	\$0.00			
Airport Fees In 20i	item t item o Airport fees (ave) \$/trip	\$0.00			
Airport Fees In 20i	item to item c Airport fees (ave) \$/trip	\$0.00			
Airport Fees In 20i	item to item of Airport fees (ave) \$/trip item to item to	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00			
Airport Fees In 20i	item to item c Airport fees (ave) \$/trip	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00			

			MACKVO	TEE			
<u>Aircraft</u>	<u>Based</u>		<u>Analysis</u>		<u>Version</u>		
Lear 35	ALB		GOGO	coco	Alpha		
				Adjusted	Purchase		
Con'tr Admin Costs	Admin (a)						
In 21	• •	Grade	GS-14				
		Time allotment %	0%				
		Misc accounts \$/yr	\$0.00				
	Admin (b)	· ·	the Magnetian fra the state	i			
	, ,	Grade	GS-13]			
		Time allotment %	8%	i			
		Misc accounts \$/yr	\$0.00				
	Admin (c)	•	The state of the s				
	, ,	Grade	GS-12				
		Time allotment %	0%	,			
		Misc accounts \$/yr	\$0.00				
	Admin (d)	-	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
		Grade	GS-9				
		Time allotment %	0%				
		Misc accounts \$/yr	\$0.00				
	Admin (e)	· ·					
	• ,	Grade	GS-9				
		Time allotment %	0%				
	•	Misc accounts \$/yr	\$0.00				
			The Design of the	Í			
One-time Conv'n Costs	Material costs \$	/vr	\$0.00	**************************************			
In 22			GS-12				
		Time allocation %	0%	,			
		Moving					
		Retraining					
		Misc accounts \$/yr					
			GS-12				
		Time allocation %	0%	,			
		Moving					
		Retraining					
		Misc accounts \$/yr					
		•	GS-9	1			
		Time allocation %	0%	,			
		Moving	\$0.00				
		Retraining					
		Misc accounts \$/yr					
	Other 1-time co		\$0.00				
			\$.045 had to \$250,000.55				
Gain on Disp'l/Transfer	To be sold/trans	S	no				
In 23	Value of aircraf	-	\$0.00				
20	Unpaid balance		\$0.00	1			
•	Cost of disposa		\$0.00				
	2 30. C. C.Spool		Carlotte Carlotte Commission				
Conversion Differential		*	A STATE OF THE PARTY OF THE PAR				
In 28	. Auto-0	Calculation		* *			

\$285.83	<<< To line 1 >>>>	Total Costs F	uels and Lubr	ricants (PFH)	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	Lear 35	•	•	Alpha
	Based	ALB			Purchase
	Fuel type	Jet A			
Í	Consumption (gal/hr)	185			
	% DOD	100%			
	unit cost \$/gal	\$1.50			
	% othe	r 0%			
	unit cost \$/gal	\$2.00			
,	DOD fuel cost	\$277.50	(Consumption	(gal/hr) * % DOD * unit c	ost \$/gal DOD)
	Other fuel cost	\$0.00	(Consumption	(gal/hr) * % other * unit o	ost \$/gal other)
	Total fuel cost PFH		\$277.50		
-	Other consumables	3%	\$8.33		
	Total costs fuels&lubs PFH		\$285.83	(Total fuel cost PFH+To	ot lub cost PFH)

\$0.00	<<< To line 2 >>>>	Crew Co	sts (PFH)				
A	nalysis		GOGOCO	CO	Adjuste	d	version
A	IRCRAFT	Lear 35	-			4	Alpha
B	ased	ALB				P	urchase
H	ours flown/yr		325				
N	ights from base/yr		0				
R	ental rate/day		\$0.00				
D:	ays of car rental		0				
	er diem rate		\$0.00			(Nights from base/yr*per diem rate*	
N:	umber of crew		2			Number of crew+car rate*days rented)/	
				\$0.00	PFH	Hours flown/yr	
	rade (for overtime)	GS-12					
	um hourly crew (a)		0				
1	traight time hrs/yr		2087				
	ourly wage rate		\$28.89				
· ·	vertime hrs/yr		. 0				
-	vertime factor		1.5			(Num hourly crew (a)*(Straight time hrs/yr*	•
O	vertime rate		\$43.33			Hourly wage rate+Overtime hrs/yr*	
1			_	\$0.00	PFH	Overtime rate)/Hours flown/yr)	
1	um hourly crew (b)		0				
	raight time hrs/yr		0				
	ourly wage rate		\$0.00				
	vertime hrs/yr		0				
1 -	vertime factor		1.5			(Num hourly crew (a)*(Straight time hrs/yr*	•
O	vertime rate		0			Hourly wage rate+Overtime hrs/yr*	
M	isc/vr			\$0.00	PFH	Overtime rate)/Hours flown/yr)	
	al variable crew costs		\$0.00				
	Item b		\$0.00				
	Item c		\$0.00				
			40.00	\$0.00	PFH	((Item a + Item b + Item c)/hrs)	
				\$0.00	PFH	(sum of items above)	

	ntal Costs (PFH)			Total Ai	<< To line 3 >>>>	\$0.00
version	Adjusted	coco	GOGO		alysis	A
Alpha	-	-	_	Lear 35	CRAFT	A .
Purchase				ALB	ed	В
					se/Rent Flt Hrs/yr	Le
j			0		a plane	
			0		b plane	
			0		c plane	
lane hrs +c plane hrs)	0 (a plane hrs +b				al Lse/Rnt Hrs/yr	Т
					se/Rent rates/hr	L
			\$0.00		a plane	
			\$0.00		b plane	
			\$0.00		c plane	
					nual Costs	A
lane rate)	\$0.00 (a plane hrs* a p	\$0			a plane	·
lane rate)	\$0.00 (b plane hrs* b ;	\$0			b plane	
ane rate)	\$0.00 (c plane hrs* c p	\$0			c plane	
plane \$/yr + c plane \$/yr)	\$0.00 (a plane \$/yr +b	\$6			ai Annual \$Ls/Rt	Т.
/ Total Fit hrs/yr)	\$0.00 PFH (Total \$/yr	\$6				

\$0.00 <<<< To line 4	>>>> Total Landing Fee and T	ie-Down c	osts (PFH)	
Analysis	GOGO COCO)	Adjusted	version
AIRCRAFT	Lear 35			Alpha
Based	ALB		F	urchase
Hours flown/yr	325			
Legs flown/yr	26 0			
Landing fee /td	\$0.00			
Total landing fee/	/yr	\$0.00	(landings*landing fee)	
Nights from base	/yr 0			·
Tie-down fee/day	\$0.00			
Total tie-down fee	e/yr	\$0.00	(Nights form base*tie-down fee)	
			PFH ((Tot landing fee +	
		\$0.00	tot tie-down fee) / hrs/yr)	

PFH)	Costs (PFH)	and Spares	Total Maintenance	<<< To line 5g >>>>	\$364.08
ed version	Adjusted	000	GOGO	Analysis	
Alpha			Lear 35	AIRCRAFT	
Purchase			ALB	Based	
			325	Hours flown/yr	ł
			2.2400	Maint labor man-hrsPFH	
(Maint labor man-hrsPFH*			\$61.76	Labor rate \$/hr	
(5a) Labor rate \$/hr)	PFH (5a)	\$138.34			
(5b)	PFH (5b)	\$214.74		Res for retirement items	
. ,	. ,	\$11.00		Res for eng overhl &rpr	
(5d)	PFH (5d)	\$0.00		Res for maj comp overhl	
(5e)	PFH (5e)	\$0.00		Res for refurb & misc	
(5f)	PFH (5f)	\$0.00		Unscheduled Maint	
(sum items 5a-5f)	PFH	\$364.08			

>>>> C	rew Costs (fixed)				
	GOGO	coco	Adjusted	version	
L			•	Alpha	
Α	LB			Purchase	
Grade G	S-13				
Salary	\$71,686.07		•		
nent %	100%				
salary	32.45%				
sts \$/yr	\$47,703.00		(Salary*Time allotment %+		
-	•	\$142,651.20	Benefits %of salary+Misc)		
Grade G	S-12				
Salary	\$60,283.52				
nent %	100%				
salary	32.45%				
	\$47,703.00		(Salary*Time allotment %+		
•		\$127,548.52	Benefits %of salary+Misc)		
` '			• •		
Grade G	S-11				
Salary	\$50,299.39				
nent %	0%				
salarv	32.45%				
-	\$0.00		(Salary*Time allotment %+		
-		\$0.00			
,					
		\$270,199.73	Total crew costs (fixed)		
	Grade G Salary salary sts \$/yr Tot (a) Grade G Salary nent % salary sts \$/yr Tot (b)	Lear 35 ALB Grade GS-13 Salary \$71,686.07 nent % 100% isalary 32.45% sts \$/yr \$47,703.00 Tot (a) Grade GS-12 Salary \$60,283.52 nent % 100% isalary 32.45% sts \$/yr \$47,703.00 Tot (b) Grade GS-11 Salary \$50,299.39 nent % 0% isalary 32.45% sts \$/yr \$50,299.39 nent % 0% isalary 32.45% sts \$/yr \$0.00	GOGO COCO Lear 35 ALB Grade GS-13 Salary \$71,686.07 nent % 100% isalary 32.45% sts \$/yr \$47,703.00 Tot (a) \$142,651.20 Grade GS-12 Salary \$60,283.52 nent % 100% isalary 32.45% sts \$/yr \$47,703.00 Tot (b) \$127,548.52 Grade GS-11 Salary \$50,299.39 nent % 0% isalary 32.45% sts \$/yr \$0.00 Tot (c) \$0.00	GOGO COCO Adjusted Lear 35 ALB Grade GS-13 Salary \$71,686.07 nent % 100% salary 32.45% sts \$/yr \$47,703.00 (Salary*Time allotment %+ Tot (a) \$142,651.20 Benefits %of salary+Misc) Grade GS-12 Salary \$60,283.52 nent % 100% sts \$/yr \$47,703.00 (Salary*Time allotment %+ Tot (b) \$127,548.52 Benefits %of salary+Misc) Grade GS-11 Salary \$50,299.39 nent % 0% st salary 32.45% st \$/yr \$0.00 (Salary*Time allotment %+	

			Maintenance Costs	>>>>	\$38,138.75 <<<< To line 10	Г
version	Adjusted		GOGO COCO		Analysis	
Alpha			Lear 35		AIRCRAFT	1
Purchase			ALB		Based	-
			325		Hours flown/yr	ı
			\$61.76		labor rate \$/hr	i
					Sched maint items	i
(hrs*rate a*hrsPFH)		\$0.00	0.00	hrs PFH	Airframe,sys,instmt	ı
(hrs*rate b*hrsPFH)		\$0.00	0.00	hrs PFH	Avionics	-
(hrs*rate c*hrsPFH)		\$0.00	0.00	hrs PFH	misc	-
(hrs*rate d*hrsPFH)		\$0.00	0.00	hrs PFH	item (d)	
					Material costs	
		\$38,138.75	\$117.35	\$ PFH	Airframe,sys,instmt	1
		\$0.00	\$0.00	\$ PFH	Avionics	1
		\$0.00	\$0.00	\$ PFH	misc	
		\$0.00	\$0.00	\$ PFH	item (d)	
(sum all maint)	\$38,138.75			ost	Tot sched maint co	
			\$0.00	าร	Sched inspect iten	
(hrs*rate a*hrsPFH)		\$0.00	\$0.00	hrs PFH	Airframe, sys, instmt	
(hrs*rate b*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (b)	-
(hrs*rate c*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (c)	1
(hrs*rate d*hrsPFH)		\$0.00	\$0.00	hrs PFH	item (d)	
(sum all inspect items)	\$0.00			cost	Tot sched inspect	
	\$0.00				misc Tot\$	
(Sched maint+						- 1
Sched inspect)	\$38,138.75				•	1

\$0.00	<<< To line 11 >>>>	Aircraft	Lease			
\$0.00	Analysis AIRCRAFT Based	Lear 35 ALB	gogo j c	oco	Adjusted	versio Alph Purchas
	Time period - years	, LD	. 10			
	Costs (current year) Base aircraft Avionics		\$4,325,000.00 \$0.00			
	Total cost (on-line year)			\$4,552,823.70	(base+avionics inflated)	
	Capital charge/yr			\$0.00	(total cost/time period)	
	Lease charge/yr depreciation interest		\$0.00 \$277,722.25	\$277,722.25	(wrksht 12) (wrksht 16)	
	Tot lease charge/yr Lease/Purchase charge/yr			9211,122.20	(dep ⁺ nny	
	capital interest service charge rate		\$455,282.37 \$277,722.25 0%		(total cost/time period) (wrksht 16)	
	service charge Tot lease /purchase		\$0.00	£722 004 E2	(capital*rate)	
	chrg/yr			\$733,004.62		
	Cost free aircraft			\$0.00	(from above)	
		•		\$0.00	Purchase 1	

(\$20,467.63) <<<< To line 12 >>>>	Deprecia	tion			
Analysis		GOGO CO	CO	Adjusted	
AIRCRAFT	Lear 35	• -			Alpha
Based	ALB				Purchase
Time period - years		10			
Value of aircraft			no	Custom Depreciation	1?
Purchase w/ avionic	s	\$4,552,823.70	no	Equation?	
Sale w/ avionic	:s	\$4,757,500.00			
Depreciation/yr			(\$20,467.6	63) ((Purchase w/ avioni	cs-Sale
				w/ avionics)/ time pe	riod)

\$15,500.00 <<<< To line 13c >>>>	Self-insurance	
Analysis	GOGOCOCO	Adjusted version
AIRCRAFT	Lear 35	Alpha
Based	ALB	Purchase
Value of aircraft	\$4,552,823.70	
Number of seats	6	
Insurance factors		
hull	0.0000	(fm common data cht)
liability (base)	\$14,000.00	(fm common data cht)
liability (/seat)	\$250.00	(fm common data cht)
Tot cost hull	\$	0.00 (value of aircraft*hull ins factor)
Liability		
base	\$14,000.00	
Tot per seat adder	•	(liability ins*num of seats)
Tot cost liability	\$15,50	0.00 (base+seat adder)
Total self ins cost	\$15,50	0.00 (Tot hull ins+Tot liability ins)

			WURN	OHEE L	
\$92,255.07	<<< To line 14 >>>>	Operations Ov			
Ar	nalysis	GOG	coco	Adjusted	version
Al	RCRAFT	Lear 35			Alph
Ba	ased	ALB			Purchas
	dmin (a)				
,		GS-14			
	Salary	\$84,711.8	ın		
	Time allotment %		%		
	Benefits %of salary	32.45			. (O. I. +T'
	Misc accounts \$/yr	\$0.0			(Salary*Time allotment %+
	Tot (a)		\$13,464.09		Benefits %of salary+Misc)
Ad	dmin (b)				
	Grade	GS-12			
	Salary	\$60,283.5	2		
	Time allotment %	12	%		
	Benefits %of salary	32.45	%		(Salary*Time
	Misc accounts \$/yr	\$0.0	0		allotment %+Benefits %
	Tot (b)		\$9,581.46		of salary+Misc)
Δς	dmin (c)		40,00		or balary relico,
7.0	Grade	CS-11			
		\$50,299.3	•		
	Salary				
	Time allotment %	48			
	Benefits %of salary				(Salary*Time
	Misc accounts \$/yr	\$0.0			allotment %+Benefits %
	Tot (c)		\$31,978.34		of salary+Misc)
Ac	dmin (d)				
	Grade	GS-9			
	Salary	\$41,570.3	1		
	Time allotment %	48			
	Benefits %of salary	32.45			(Salary*Time
	Misc accounts \$/yr	\$0.0			allotment %+Benefits %
		Ψ0.0	\$26,428.74		of salary+Misc)
	Tot (d)		\$20,420.74		OI Salary TivilSC)
Ac	dmin (e)				
	Grade		_		
	Salary	\$33,982.7	5		
	Time allotment %	24			
	Benefits %of salary	32.45	%		(Salary*Time
	Misc accounts \$/yr	\$0.0	0		allotment %+Benefits %
	Tot (e)	•	\$10,802.44		of salary+Misc)
To	ot personnel			\$92.255.07	(sum personnel items)
				,sie,	, <i>p</i>
ப	anger rental	\$0.0	0		
	ome base tie-down fee	\$0.0			
	ffice space	\$0.0			
	ffice supplies	\$0.0	U		
Ut	tilities	.			
	Phone	\$0.0			
	Electricity	\$0.0			
	Oil/Gas heat	\$0.0	0		
	Water	\$0.0	0		
Bu	uilding maintenance	\$0.0			
	isc	\$0.0			
	ot non-personnel	4 0	-	\$0.00	(sum non-persnnl items)
10	porooniioi			\$92,255.07	Total ops ovrhd costs

\$0.00	<<< To line 15 >>>>	Administrative	Overhead		
\$0.00				Adinated	version
	Analysis		coco	Adjusted	Alpha
	AIRCRAFT	Lear 35			Purchase
	Based	ALB			Pulchasi
	Admin (a)				
		GS-13	_		
	Salary				
	Time allotment %)%		
	Benefits %of salary				
	Misc accounts \$/yr			(Salary*Time allotment %+	
	Tot (a)		\$0.00	Benefits %of salary+Misc)	
	Admin (b)				
	Grade	GS-12			
	Salary	\$60,283.	52		
	Time allotment %)%		
	Benefits %of salary	32.4	5%		
	Misc accounts \$/yr	\$0.6		(Salary*Time allotment %+	
	Tot (b)		\$0.00	Benefits %of salary+Misc)	
	Admin (c)				
	Grade	GS-11			
1	Salary	\$50,299.	39		
	Time allotment %	(0%		
	Benefits %of salary	32.4	5%		
	Misc accounts \$/yi		00	(Salary*Time allotment %+	
	Tot (c)		\$0.00	Benefits %of salary+Misc)	
	, , ,				
	Tot personnel		\$0.00		
	·				
	Office space	\$0.			
	Office supplies	\$0.	00		
	Utilities				
	Phone	\$0.	00		
	Electricity	\$0.	00		
	Oil/Gas heat	\$0.	00		
	Water	\$0.	00		
	Building maintenance	\$0.	00		
	misc	\$0.	00		
	Tot non-personnel		\$0.00		
			\$0.00	Total admin overhead costs	

\$166,234.50 <<<< To line 16 >>>>	Cost of Capital or Finance Expense GOGO COCO
Analysis	Adjusted version
AIRCRAFT	Lear 35 Alpha
Based	ALB Purchase
Value of aircraft	\$4,552,823.70
Time period - years	10
Interest rate	6.100%
Annual levelized finan cost	\$166,234.50

\$882,563.50	<<< To line 19 >>>>	Total Contract Cost		
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	Lear 35		Alpha
1	Based	ALB		Purchase
	Hours flown/yr	325		
	Contract vari cost PFH	\$742.93		
	Contract fixed cost PFH	\$1,972.65		
·	Total cost PFH	\$2,715.58	(vari+fixed)	
	Total cost		882,563.50 (tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee hou	ırs	
	Analysis AIRCRAFT	GOGO COCO Lear 35	Adjusted	version Alpha
	Based	ALB		Purchase
	Number guar hrs/yr Hourly guar rate	\$0.00		
	Tot cost of guarantee	\$0	.00 (guar hrs/yr*hourly rate)	

\$0.00 <<< To line 20b >>>>	Additional Pilot and Crew Charges	·	
Analysis	GOGO COCO	Adjusted	version
AIRCRAFT	Lear 35	·	Aipha
Based	ALB		Purchase
Hrs/yr for extra crew	. 0		
Hourly rate	\$0.00		
Tot cost extra crew	\$0.00	(hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additiona	al Maintenance Supp	port	
A	nalysis		GOGO COCO	Adjusted	version
Α	IRCRAFT	Lear 35	•	•	Alpha
B	ased	ALB			Purchase
H	lours/yr added maint		. 0		
· H	lourly rate		\$61.76		
Т	ot added maint cost			\$0.00 (hrs/yr*hourly rate)	

	\$0.00	0.00 <><< To line 20d >>>> Airframe Alterations/Equipment Installation					
	Analysis	GOGO COCO	Adjusted	version			
ı	AIRCRAFT	Lear 35	·	Alpha			
	Based	ALB		Purchase			
	Time period - yrs	. 10					
1	Airframe alts	\$0.00					
į	Equipment instal	\$0.00					
	tot alt/install cost		\$0.00 (airframe alts+equ	ip install)/yrs			

\$0.00 <<<< To l	ine 20e >>>>	Equipment not Provided by Government				
Analysis			GOGO COCO		Adjusted	version
AIRCRAFT		Lear 35	•			Alpha
Based		ALB				Purchase
Time period	- yrs		10			
	Item a		\$0.00			
	Item b		\$0.00			
	Item c		\$0.00			
tot equipme	nt cost			\$0.00	(item a+ltem b+item c)/yrs	

\$0.00	<<< To line 20f >>>>	Additiona	l Ground Service Suppo	rt	
	Analysis AIRCRAFT	Lear 35	GOGO COCO	Adjusted	version Alpha
	Based	ALB			Purchase
	item a		\$0.00		
	item b		\$0.00		
	item c		\$0.00		
	tot grnd serv spprt cost		\$0.0	(item a+item b+item c)	

\$0.00 <<<< To line 20g >>>>	Travel and per Diem		
Analysis AIRCRAFT Based Nights from base/yr Per diem rates	GOGO COCO Lear 35 ALB 0 \$0.00	Adjusted	version Alpha Purchase
misc costs tot trav&per diem costs	\$0.00	00 (#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service E	Equipment Mileage			
	Analysis AIRCRAFT Based	Lear 35 ALB	coco		Adjusted	version Alpha Purchase
	Equipment costs (not hourly) item a item b item c		\$0.00 \$0.00 \$0.00			
	tot eqpt costs			\$0.00	(item a+item b+item c)	

\$0.00 <<<< To line 20i >>>>	Airport Fees		
Analysis AIRCRAFT Based Legs flown/yr Airport fees (ave) \$/trip	GOGO COCO Lear 35 ALB 260 \$0.00	Adjusted	version Alpha Purchase
tot airport/yr	\$0.00	(trips/yr*\$/trip)	

\$0.00 <<<< To line 20j	>>>>	Other Cost	ts			
Analysis AIRCRAFT Based Other costs		Lear 35 ALB	GOGO COCO		Adjusted	version Alpha Purchase
	item a item b item c		\$0.00 \$0.00 \$0.00			
tot other costs				\$0.00	(item a+item b+item c)	

	·		<u> </u>	
\$7,595.86 <<<< To line 21 >>>>	Contract Administrati	ve Costs		
Analysis	GOGO CO	CO	Adjusted	version
AIRCRAFT	Lear 35	•		Alpha
Based	ALB		*	Purchase
Admin (a)				
Grade	GS-14			
Salary	\$84,711.80			
Time allotment %	0%			
Benefits %of salary	32.45%			
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (a)		\$0.00	Benefits %of salary+Misc)	
Admin (b)				
Grade	GS-13			
Salary	\$71,686.07			
Time allotment %	8%			
Benefits %of salary	32.45%			
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (b)		\$7,595.86	Benefits %of salary+Misc)	
Admin (c)				
Grade	GS-12			
Salary	\$60,283.52			
Time allotment %	0%			
Benefits %of salary	32.45%			
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (c)		\$0.00	Benefits %of salary+Misc)	
Admin (d)				
Grade	GS-9			
Salary	\$41,570.31			
Time allotment %	0%			
Benefits %of salary	32.45%			
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (d)		\$0.00	Benefits %of salary+Misc)	
Admin (e)				
Grade	GS-9			
Salary	\$41,570.31			
Time allotment %	0%			
Benefits %of salary	32.45%			
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (e)		\$0.00	Benefits %of salary+Misc)	
		\$7,595.86	Total admin overhead costs	•

\$0.00 <<< To line 22 >>>>	One Time Conversion Costs		
Analysis	GOGO COCO		Adjusted version
AIRCRAFT	Lear 35		Alpha
Based	ALB		Purchase
Time period - yrs	. 10		
Material costs \$/yr		\$0.00	
Grade	GS-12		
Time altocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (a)	•	\$0.00	(sever+move+retrain+misc)
Grade	GS-12		•
Time allocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (b)		\$0.00	(sever+move+retrain+misc)
Grade	GS-9		
Time allocation %	0%		
Severance	\$41,570.31		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (c)		\$0.00	(sever+move+retrain+misc)
Other 1-time costs \$/yr		\$0.00	
Total conversion costs		\$0.00	(sum of above col)
Annual allocation of con-	version costs	\$0.00	(Tot costs/yrs)

\$0.00	<<< To line 23 >>>>	Gain on Disposal	/Transfer of Assets			
	Analysis		gogo coco		Adjusted	version
	AIRCRAFT	Lear 35	-			Alpha
	Based -	ALB				Purchase
1	Time period - yrs		10		•	
1	To be sold/trans		no			
1	/alue of aircraft		\$0.00			
'	Jnpaid balance		\$0.00			
E	Equity in aircraft			\$0.00	(value-unpaid bal)	
	Cost of disposal			\$0.00		
7	Tot gain			\$0.00	(equity - cost of dis	sposal)
	Sain per time period			\$0.00	(tot gain/yrs)	

			onversion Differentia	<<< To line 28 >>>>	\$3,624.55
version	Adjusted		GOGO CO	nalysis	
Alpha			ear 35		
Purchase			LB	Based	
			. 10	ime period - years	
			\$0.00	Crew cost PFH	l
			325	iours flown/yr	
	(Crew cost PFH*hours)	\$0.00		Tot crew cost (vari)	
	(line 9)	70,199.73		Tot crew cost (fix)	
	(wksht 14)	92,255.07		Ops personnel cost	
	(wksht 15)	\$0.00		Adm personnel cost	
()	\$362,454.80			ot personnel (Convert)	,
(wksht 11)	\$4,552,823.70			lew cap acqustn costs	
			\$0.00	Α	
			\$3,624.55	В	
-			\$113,820.59	С	1
			\$3,624.55	D	1
	\$3,625				1

·		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	Lear 35 ALB	version Alpha Purchase		.*
	Gov't cost	Contractor cost		*	
	1st yr	1st yr			
variable costs PFH	l \$650	\$712			
fixed cost PFH	\$2,072	\$1,973			
total costs PFH	\$2,722	\$2,685			
Flight Hours per Ye	32	25		1	0 year analysis
	Costs per	Total .	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$2,722	\$884,568	\$0	\$8,854,111	\$2,724
COGO	\$2,623	\$852,331	(\$32,237)	\$10,114,126	\$3,112
GOCO	\$2,784	\$904,745	\$20,177	\$9,079,668	\$2,794
COCO	\$2,685	\$872,508	(\$12,060)	\$10,339,682	\$3,181

		-	Decision Line	•			
				version			
		AIRCRAFT	Lear 35	Alpha			
		Based	ALB	Purchase			
					10	year analysis	
						Lite of Model	
				First Year Review		Decision Line	
			First Year	Line (positive	Life of Model	(positive value	
		Terminal	Conversion	value favors col 1	Conversion	favors col 1	
Initial Structure		Structure	Differential	structure)	Differential	structure)	
GOGO	to	coco	\$3,625	(\$8,435)	\$44,082	\$1,529,653	
COGO	to	coco	\$3,625	\$23,801	\$44,082	\$269,639	
GOO	O to	coco	\$0	(\$32,237)	\$0	\$1,260,014	
coco	ŧe	coco	\$0	\$0	\$0	\$0	NΑ
GOGO	to	GOCO	\$3,625	\$23,801	\$44,082	\$269,639	
COGO	to	GOCO	\$117,445	\$169,859	\$1,392,605	\$358,147	
GOC	O to	coco	\$0	\$0	\$0	\$0	NA
COCO	to	GOCO	\$113,821	\$146,058	\$1,348,523	\$88,508	
GOGO	to	COGO	\$0	(\$32,237)	\$0	\$1,260,014	
COGO	ŧo	COGO	\$ 0	\$0	\$0	\$0	NA
GOO	O to	COGO	\$3,625	(\$48,789)	\$44,082	\$1,078,540	
COCO	to	COGO	\$3,625	(\$16,552)	\$44,082	(\$181,475)	
coco	ŧe	GOGO	\$0	\$0	\$0	\$0	NA
COGO	to	GOGO	\$113,821	\$146,058	\$1,348,523	\$88,508	
GOO	O to	GOGO	\$3,625	(\$16,552)	\$44,082	(\$181,475)	
COCO	to	GOGO	\$117,445	\$129,505	\$1,392,605	(\$92,966))

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Airci DHC	raft 2 6-300	Based ALB	Analysis GOGO COCO Adjusted	1st Year Values	<u>Version</u> Alpha Purchase
DIR	ECT OPERATION COSTS PER FLIGHT HOL	JR (PFH)		14,555	
					6400.00
1.	Fuel and Lubricants				\$123.60 \$0.00
2.	Crew Cost (PFH)				\$0.00
3.	Aircraft Lease or Rental				\$0.00
4.	Landing Fee and Tie-Down				\$0.00
5.	Maintenance and Spares a. Labor cost (\$ per hour multiplied by ma	on hours DEU)		\$48,17	
	Labor cost (\$ per hour multiplied by make) Reserve for retirement items	all-flouis FFFT)		\$119.98	
	c. Reserve for engine overhaul and repair			\$1.60	
	d. Reserve for major component overhaul		limited items	\$0.00	
	e. Reserve for aircraft refurbishment and		minico nema	\$0.00	
	f. Unscheduled maintenance	Illiscellarieous		\$0.00	
		·····		Ψ0.00	\$169.75
6	g. Total direct maintenance and spares Total Direct Operating Cost PFH				\$293.35
<u>6.</u> 7.	Flight Hours for PWS	***************************************			255
<u></u>	Flight Flours for F 440				
8.	TOTAL DIRECT OPERATING COST				
<u> </u>	(line 6 multiplied by line 7)				\$74,805
			······································		
FIXE	D OPERATION ANNUAL COST				
9.	Crew Costs				\$174,860
10.	Maintenance Costs	***************************************	·············		\$13,224
11.	Aircraft Lease				\$0
12.	Depreciation				(\$25,660)
13.	Self-Insurance Costs				
	a. Liability			\$9,500	
* .	b. Casualty			\$6,007	
	c. Total Self-Insurance Cost				\$15,507
14.	Operations Overhead				\$92,255
15.	Administrative Overhead				\$11,977
16.	Cost of Capital or Finance Expense			~~~~	\$66,621
		_			
<u>17.</u>	TOTAL FIXED OPERATING ANNUAL COS	ST .			E040 704
	(sum lines 9 thru 16)		***************************************		\$348,784
40	TOTAL IN HOUSE BEREARING COST				
<u>18.</u>	TOTAL IN-HOUSE PERFORMANCE COST				0.400 555
	(line 8 + line 17)		······································		\$423,589

A-76 AIRCRAFT AND AVIATION COST COMPARISON

	6-300	Based ALB	Analysis GOGO Adjusted	coco	1st Yea Value		Version Alpha Purchase
CON	TRACT AVIATION OPERATIONS COST WORK	KSHEET					
19.	Contract Cost (rate*hrs/yr)						\$496,513
20.	Cost Construction to Meet PWS	***************************************					
	a. Daily availability/guarantee hours						. \$0
	b. Additional pilot and crew charges				······································		\$ 0 .
	c. Additional maintenance support						\$0
	d. Airframe alteration/equipment installation						\$0
	e. Equipment not provided by Government				····		\$0
	f. Additional ground service support	·····			***************************************		\$0
	g. Travel and per diem				·····		\$0
	h. Service equipment mileage						\$0
	i. Airport fees				······································		\$0
	j. Other costs				***************************************		\$0
							\$7.596
21.	Contract Administration Costs						\$0
22.	One-time Conversion Costs				···		\$0
23.	Gain on Disposal/Transfer of Assets (deduct				······		(\$9,930)
<u>24.</u>	Federal Income Tax (line 19*2% deduct cos	t)					(59,930)
	THE STATE OF THE S						
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE C						\$494,179
	(sum lines 19-25)						5494,179
							
	IN-HOUSE VS CONTRACT PERFORMA	NCE		10	year analysis	:	•
	IN-HOUSE VS CONTRACT PERFORMA	NCE		,,	year analysis	ı	
		Performar	nce periods	;			
		1st (mil)	2nd (mil)	3rd (mil)	add'l (mil)	TOTAL	
<u> 26.</u>	In-house Performance	\$0.45	\$0.45	\$0.45	\$3.35		\$4,700,935
27.	Contract Performance	\$0.52	\$0.53	\$0.55	\$4.26		\$5,857,313
28.	Conversion Differential		4	·¢······			\$33,943
29.	Adjusted Total Cost of Contract Performance	P					\$5,891,257
30.	Decision (line 29 minus line 26)						\$1,190,322
31.	COST COMPARISON DECISION:	Accompli	sh Work				
		In-house		Yes	_		
		contract		No	-		

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

Common Data

Version					Alpha
Aircraft					DHC 6-300
Based					ALB
Hours flown/yr					255
Legs flown/yr					437
Nights from base/yr					0
Salary Benefits					32.45%
Maint labor rate-\$/hr					\$61.76
Period of analysis-yrs (max 10 years)					10
Current year					2000
On-line year					2002
Interest rate					6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	coco

Payment instrument	is it "free"?	lease years?	purchase
1	no	0	yes

		Insurance Calcu	ulations		
DHC 6-300	turboprop	6	0.0055	\$8,000.00	\$250.00

aircraft	eng type	seats	1			
DHC 6-300	turboprop	6	eng type	hull ins factor	liability ins base	liability ins plus/seat
			helicopter jet single eng piston turboprop Twin eng piston	6.000% 0.000% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$250 \$250
NOTE: MUST SORT DATA (COLS A.B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"		Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
·		wages/salaries	accum	non-pay items	accum
2000	-0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	. 6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13, 1997.

III

GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817
LIGHT AUGUST OFFI	

NOTE: MUST SORT DATA
(COLS A&B) IN ASCENDING
ORDER BY COL "A"

Increment⊡over Basic	c⊟National⊟Payscale
DEN	2.88%
ALB	0.00%
HUR	0.00%
MTR	0.00%
RMR	0.00%
SNR	2.11%
1	

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A" Source: OMP, 1998

Aircraft DHC 6-300 Based ALB Analysis GOGO COCO <u>Version</u> Alpha

DHC 6-300	ALB			GOGC	COCO Adjusted	Alpha Purchase
Line-by-Line Front E	ind A-76					
				ART V	NOTES	
Fuels & Lubs	Fuel type		Jet A			
In 1	Consumption (gal/hr) ODD			4008/	L	
	unit cost \$/gal DOD			100% \$1.50		
	unit cost \$/gal COMM			\$2.00		
	Other consumables				oil	
Crew Costs	Rental rate/day		45 2 8 6 7 M	\$0.00		
In 2	per diem rate			\$0.00		
	Number of crew		00.40	2		
	Grade (for overtime) Num hourly crew (a)		GS-12	0		
	Straight time hrs/yr			2087	,	
	Overtime hrs/yr			0		
	Overtime factor			1.5	4	
	Num hourly crew (b)			0		
	Straight time hrs/yr Hourly wage rate			\$0.00		
	Overtime hrs/yr			\$U.UU 0		
	Overtime rate			Ŏ		
	Misc/yr		1758 A 144 Pg 17			
	Total variable cre			\$0.00		
		Item b		\$0.00 \$0.00	ľ	
		110111	variable of the	Market Six		
Lease/Rent	Lease/Rent Flt Hrs/yr		Same and Same			
In 3		a plane		. 0	'	
		b plane c plane		0		
	Lease/Rent rates/hr	c plane	- 4878 (4848)	u Bestevalus		
		a plane		\$0.00		
		b plane		\$0.00		
		c plane	Simon haring Strain	\$0.00		
Landing/Tie-down	Landing fee /td		C. 1994. S. M. 1995.	\$0.00		
In 4	Tie-down fee/day			\$0.00		
14.			A SELECTION OF THE SERVICE AS		· · · · · · · · · · · · · · · · · · ·	
Maint/Spare In 5	Maint labor man-hrs PFH Res for engine restoration	DEH			A/C Cost Eval.	
111 3	Res for dynamic componen			\$119.96	A/C Cost Eval.	
	limited parts PFH			\$1.60	A/C Cost Eval.	
	misc			\$0.00		
	misc			\$0.00	,	
	misc		1,024,000,000,000,000	\$0.00		
Crew Cost Fixed	Crew (a)			olemakin kecamal	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
In 9	J.J. (J)	Grade	GS-13			
	Time allotr			100%		
	Training co	sts \$/yr		\$33.00		
	Crew (b)	Grado	GS-12	restativa edaes its		
	Time allotr		G3-12	100%		
	Training co			\$33.00		
	Crew (c)		m (ne (ne no	\$\$\$\$#\$\\Z		
	Thank 20 4	Grade	GS-11			
	Time allotr Training co			0% \$0.00		
	Training CO	- ιο ψ <i>ι</i> χι	38 38 38 38	\$0.00		
	·					
Maint Cost	-	rs PFH		0.00		
Maint Cost In 10	Avionics h	rs PFH		0.00		
	Avionics h misc h	rs PFH rs PFH		0.00 0.00		
	Avionics h misc h item (d) h	rs PFH		0.00 0.00 0.00		
	Avionics h misc h item (d) h Material costs	rs PFH rs PFH		0.00 0.00 0.00 \$0.00	A/C Cost Eval.	
	Avionics h misc h item (d) h Material costs Airframe,sys,instmt Avionics	rs PFH rs PFH rs PFH \$ PFH \$ PFH		0.00 0.00 0.00 \$0.00	A/C Cost Eval.	
	Avionics h misc h item (d) h Material costs Airframe,sys,instrat Avionics misc	rs PFH rs PFH rs PFH \$ PFH		0.00 0.00 0.00 \$0.00 \$51.86	A/C Cost Eval.	

Aircraft DHC 6-300	<u>Based</u> ALB	Analysis GOGO	COCO Adjusted	<u>Versio</u> Alph Purchas
	Sched inspect items	\$0.00		
	Airframe, sys. instmt hrs PFH	0.00		
	item (b) hrs PFH	0.00		
	item (c) hrs PFH	0.00		
•	item (d) hrs PFH	0.00		
	misc Tot\$	\$0.00	-	
Aircraft Lease	Costs (current year)	0.007 500 00	A	
n 11	Base aircraft		Ave. of the two	
	Avionics	\$0.00		
	service charge rate	0%		
Depreciation	Value of aircraft			-
n 12	Sale w/ avionics	\$1,348,750.00	1	
	Custom Depreciation?	no	If "yes" - list residual values	
		stom seq (per yr)	CTART HERIONO	
		\$0 \$0	<>< START HERI 2002	
		\$0		
	· ·	\$0		
		\$0		
	·	\$0		
		\$0		
		\$0	•	
		\$0		
		\$0		
		\$0		
			If the sand the sand	
	Equation? Equation coef	no value	If "yes" - list coefficients	
			•	
	а	0	<<<- START HERE	
	a b	0	<><— START HERE	
	a b c	0 0	START HERE	
	a b c d	0 0 0	<<< - START HERE	
	a b c	0 0	<<<— START HERE	
ı	a b c d	0 0 0	<<<— START HERE	
1	a b c d e f	0 0 0	<<<— START HERE	
	a b c d e f	0 0 0	<<<— START HERE	
	a b c d e f	0 0 0	<<<— START HERE	
Self-Insurance	a b c d e f	0 0 0	<<< START HERE	
Self-Insurance	a b c d e e f f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f	0 0 0	<<<— START HERE	
Self-Insurance In 13c Ops Overhead	a b c d e f FORM; y=ax^5+bx^4+cx^3+dx^2+ex+f Auto-Calculation	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<<< - START HERE	
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) a b c d e f f Auto-Calculation Grade GS	0 0 0 0 0		
Self-Insurance In 13c Ops Overhead In 14	Auto-Calculation Admin (a) Grade GS Time allotment %	0 0 0 0 0		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin % Grade GS Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 12% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b)	0 0 0 0 0 12% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade Time allotment % Misc accounts \$/yr Admin (b) Grade GS	0 0 0 0 0 0 12% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment %	0 0 0 0 0 0 0 12% \$0.90		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 0 12% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS GS GS GS GS GS GS GS GS GS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr	5-14 12% \$0.00 5-12 12% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment %	0 0 0 0 0 0 0 0 0 0 12% \$0.00 6-11 48% \$0.00		-
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d)	0 0 0 0 0 0 0 0 0 0 12% \$0.00 6-11 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS Grade GS	5-14 12% \$0.00 3-12 12% \$0.00 3-11 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr	5-14 12% \$0.00 5-12 12% \$0.00 5-11 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr	5-14 12% \$0.00 5-12 12% \$0.00 5-11 48% \$0.00 5-9 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e)	5-14 12% \$0.00 5-12 12% \$0.00 5-11 48% \$0.00 5-9 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr	0 0 0 0 0 0 0 0 0 0 3-12 12% \$0.00 5-11 48% \$0.00 5-9 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e)	0 0 0 0 0 0 0 0 0 3-12 12% \$0.00 5-11 48% \$0.00 5-9 48% \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Hangar rental /yr Home base tie-down fee /yr	5-14 12% \$0.00 5-12 12% \$0.00 5-9 48% \$0.00 5-7 24% \$0.00 \$0.00 \$0.00		
Self-Insurance In 13c Ops Overhead	Auto-Calculation Admin (a) Grade GS Time allotment % Misc accounts \$/yr Admin (b) Grade GS Time allotment % Misc accounts \$/yr Admin (c) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (d) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e) Grade GS Time allotment % Misc accounts \$/yr Admin (e)	5-14 12% \$0.00 5-12 12% \$0.00 5-11 48% \$0.00 5-7 24% \$0.00 \$0.00		

		WORK		
<u>Aircraft</u>	Based	<u>Analysis</u>		Version
DHC 6-300	ALB	GOGO	coco	Alpha
			Adjusted	Purchase
	Phone		*	
	Electricity			
	Oil/Gas heat	•		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00	· ·	
	•	Land Section of the S		
Admin Overhead	Admin (a)	committed the how here the market return brand set of		
In 15		GS-13	1	
	Time allotment %	0%		
	Misc accounts \$/yr		·	
	Admin (b)	a the grown of the period of the grown of the second of th	i	
		GS-12	1	
	Time allotment %			
	Misc accounts \$/yr			
	Admin (c)	V0.00	i	
		GS-11		
	Time allotment %			
	Misc accounts \$/yr		<u> </u>	
	Office space /yr	\$0.00	l .	
	Office supplies /yr	\$0.00	1	
	Utilities /yr	- Containing the South of the	1	
	Phone	·	İ	
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00	ŀ	
	misc /yr	\$0.00		
	25 .,,	A company with the first self-of-		
Cost Cap/Finance	Auto-Calculation	to the transfer and the same to the same that the		
In 16				
Contract Cost	Contract vari cost PFH	\$342.11	A/C Cost Eval.	
In 19	Contract fixed cost PFH	·	A/C Cost Eval.	
111 13	Contract fixed cost 1 1 11	V 1,000.00	i vo cost Eval.	
Daily Avail/Guar	Number quar brefur	0		
	Number guar hrs/yr	\$0.00		
In 20a	Hourly guar rate	\$0.00	Į.	
1100010		. A sole to his winder that the will be a blind		
Add'l Pilot Crew	Hrs/yr for extra crew		1	
In 20b	Hourly rate	\$0.00	Į	
		The state of the s		
Add'l Maint	Hours/yr added maint	. 0	j	
In 20c				
Airfrm Alt/Eqpt Install	Airframe alts	\$0.00		
In 20d	Equipment instal	\$0.00		
	• •	AND THE PERSON OF	1	
None Gov't Eqpt	Item a			
In 20e	Item b			
200	item c	·	l	
	nem c		l	
Addil Cad Coad	:4	0.00	ļ	
Add'l Gnd Suprt	item a			
In 20f	item b		!	
	item c	\$0.00	1	
T10 / "	Dtii			
Travel&/diem	Per diem rates	\$0.00		
In 20g	misc costs	\$0.00	ļ	
Servic Eqpt Milage	Equipment costs (not hourly)		ĺ	
In 20h	item a	• • • • •		
	item b	\$0.00		
	item c	\$0.00		
			[
Airport Fees	Airport fees (ave) \$/trip	\$0.00		
In 20i		**************************************	1	
			· ·	
Other costs				
In 20j	item a	\$0.00	1	
u1 20j	item b			
		· ·		
	item c	\$0.00	1	
			L	

<u>Versio</u> Alpha Purchase
•
•

\$123.60 <<<< T	o line 1 >>>>	Total Costs F	uels and Lub	ricants (PFH)	
Analysis		GOGO	coco	Adjusted	version
AIRCRAFT		DHC 6-300	•		Alpha
Based		ALB			Purchase
Fuel type		Jet A			
Consumption	n (gal/hr)	80			
% DOD		100%			•
unit cost \$/ga	al	\$1.50			
	% other	0%			
unit cost \$/ga	al	\$2.00			
DOD fuel co	st	\$120.00	(Consumption	n (gal/hr) * % DOD *	unit cost \$/gal DOD)
Other fuel co	st	\$0.00	(Consumption	n (gal/hr) * % other *	unit cost \$/gal other)
Total fuel co	st PFH		\$120.00		
Other consu	mables	3%	\$3.60)	
Total costs fr	ueis&lubs PFH		\$123.60	(Total fuel cost PF	FH+Tot lub cost PFH)

\$0.00	<<< To line 2 >>>>	Crew Costs (PFH)			
	Analysis	GOGO CO	oco	Adjuste	d version
	AIRCRAFT	DHC 6-300		-	Alpha
1	Based	ALB			Purchase
	Hours flown/yr	255			
1	Nights from base/yr	0			
1	Rental rate/day	\$0.00			
	Days of car rental	0			
	per diem rate	\$0.00			(Nights from base/yr*per diem rate*
	Number of crew	2			Number of crew+car rate*days rented)/
			\$0.00	PFH	Hours flown/yr
	Grade (for overtime)	GS-12			
	Num hourly crew (a)	0			
	Straight time hrs/yr	2087			
	Hourly wage rate	\$28.89			
	Overtime hrs/yr	0			
	Overtime factor	1.5			(Num hourly crew (a)*(Straight time hrs/yr*
1	Overtime rate	\$43.33			Hourly wage rate+Overtime hrs/yr*
			\$0.00	PFH	Overtime rate)/Hours flown/yr)
	Num hourly crew (b)	0			
	Straight time hrs/yr	0			
	Hourly wage rate	\$0.00			
į	Overtime hrs/yr	0			
į	Overtime factor	1.5			(Num hourly crew (a)*(Straight time hrs/yr*
j	Overtime rate	0			Hourly wage rate+Overtime hrs/yr*
1			\$0.00	PFH	Overtime rate)/Hours flown/yr)
1	Misc/yr				
į.	Total variable crew costs	\$0.00			
	Item b	\$0.00			
1	Item c	\$0.00			
1			\$0.00	PFH	((Item a + Item b + Item c)/hrs)
			\$0.00	DEH	(sum of items above)
L			φυ.υυ	1 1 1 1	(Suite of Rolling above)

\$0.00	<<< To line 3 >>>>	Total Aircraft Lease or Ren	ital Costs (PFH)	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DHC 6-300		Aipha
	Based	ALB		Purchase
ł	Lease/Rent Flt Hrs/yr			
	a plane	0		
	b plane			
	c plane			
	Total Lse/Rnt Hrs/yr		0 (a plane hrs +b plane hrs +c plane hr	s)
	Lease/Rent rates/hr			
	a plane	\$0.00		
	b plane	\$0.00		
	c plane	\$0.00		
	Annual Costs			
	a plane		\$0.00 (a plane hrs* a plane rate)	
	b plane		\$0.00 (b plane hrs* b plane rate)	
	c plane		\$0.00 (c plane hrs* c plane rate)	
	Total Annual \$Ls/Rt		\$0.00 (a plane \$/yr +b plane \$/yr + c plane	\$/yr)
		·	\$0.00 PFH (Total \$/yr / Total Fit hrs/yr)	

\$0	0.00 <<<< To line 4 >>>>	Total Landing Fee and Tie	Total Landing Fee and Tie-Down costs (PFH)		
	Analysis	GOGO		Adjusted	version
1	AIRĆRAFT	DHC 6-300			Alpha
ŀ	Based	ALB			Purchase
ı	Hours flown/yr	255			
	Legs flown/yr	437			
	Landing fee /td	\$0.00			
	Total landing fee/yr		\$0.00	(landings*landing fee)	
<u> </u>	Nights from base/yr	0			
*	Tie-down fee/day	\$0.00			
	Total tie-down fee/yr		\$0.00	(Nights form base*tie-down fee))
				PFH ((Tot landing fee +	
			\$0.00	tot tie-down fee) / hrs/yr)	

	(PFH)	Costs	and Spares	Total Maintenance	.75 <<<< To line 5g >>>>	\$169.75
version	ted	Adjus	coco	gogo	Analysis	
Alpha		-		DHC 6-300	AIRCRAFT	
Purchase				ALB	Based	
				255	Hours flown/yr	
				.7800	Maint labor man-hrsPFH	
(Maint labor man-hrsPFH*				\$61.76	Labor rate \$/hr	1
Labor rate \$/hr)	(5a)	PFH	\$48.17			
	(5b)	PFH	\$119.98		Res for retirement items	
	(5c)	PFH	\$1.60		Res for eng overhil &rpr	
	(5d)	PFH	\$0.00	•	Res for maj comp overhl	1
	(5e)	PFH	\$0.00		Res for refurb & misc	
	(5f)	PFH	\$0.00		Unscheduled Maint	
(sum items 5a-5f)		PFH	\$169.75			

\$174,859.73	<<< To line 9 >>>>				
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	DHC 6-300			Alpha
	Based	ALB			Purchase
	Crew (a)				
		GS-13			
	Salary	\$71,686.07		•	
	Time allotment %	100%			
	Benefits %of salary	32.45%			
	Training costs \$/yr			(Salary*Time allotment %+	
	Tot (a)		\$94,981.20	Benefits %of salary+Misc)	
· (Crew (b)				
		GS-12			
1.	Salary	\$60,283.52			
1	Time allotment %	100%			
	Benefits %of salary	32.45%			
	Training costs \$/yi			(Salary*Time allotment %+	
	Tot (b)		\$79,878.52	Benefits %of salary+Misc)	
	Crew (c)				
		GS-11			
	Salan	\$50,299.39			
	Time allotment %	· ·			
	Benefits %of salary				
	Training costs \$/y			(Salary*Time allotment %+	
	Tot (c	•	\$0.00	Benefits %of salary+Misc)	
	. 5. (5.	,		•	
			\$174,859.73	Total crew costs (fixed)	

\$13,224.30 <<<< To line 10) >>>>	Maintenance Costs			
Analysis		GOGO COCO		Adjusted	version
AIRCRAFT		DHC 6-300			Aipha
Based		ALB			Purchase
Hours flown/yr		255			
labor rate \$/hr		\$61.76			
Sched maint items	6				
Airframe,sys,instmt	hrs PFH	0.00	\$0.00		(hrs*rate a*hrsPFH)
Avionics	hrs PFH	0.00	\$0.00		(hrs*rate b*hrsPFH)
misc	hrs PFH	0.00	\$0.00		(hrs*rate c*hrsPFH)
item (d)	hrs PFH	0.00	\$0.00		(hrs*rate d*hrsPFH)
Material costs					
Airframe,sys,instm	\$ PFH	\$51.86	\$13,224.30		*
Avionics	\$ PFH	\$0.00	\$0.00		
miso	\$ PFH	\$0.00	\$0.00		
item (d)	\$ PFH	\$0.00	\$0.00		
Tot sched maint c	ost			\$13,224.30	(sum all maint)
Sched inspect iter	ns	\$0.00			
Airframe,sys,instmt	hrs PFH	\$0.00	\$0.00		(hrs*rate a*hrsPFH)
item (b)	hrs PFH	\$0.00	\$0.00		(hrs*rate b*hrsPFH)
item (c)	hrs PFH	\$0.00	\$0.00		(hrs*rate c*hrsPFH)
item (d)	hrs PFH	\$0.00	\$0.00		(hrs*rate d*hrsPFH)
Tot sched inspect	cost			\$0.00	(sum all inspect items)
misc Tot\$				\$0.00	
				*****	(Sched maint+
				\$13,224.30	Sched inspect)
				\$13,224.30	Sched inspect)

\$0.00	To line 11 >>>>	Aircraft Lease				
Analysis			GOGOCO	oco	Adjusted	versi
AIRCRA	\FT	DHC 6-300				Alpl
Based		ALB				Purcha
Time pe	riod - years		10			
	urrent year)					
	Base aircraft	\$1,037	7,500.00	•		
	Avionics		\$0.00			
Total co	st (on-line year)			\$1,092,151.35	(base+avionics inflated)	
Capital	charge/yr			\$0.00	(total cost/time period)	
Longo	harge/yr					
Lease C	depreciation		\$0.00		(wrksht 12)	
	interest		6,621.23		(wrksht 16)	
Tet loop	e charge/yr	ΨΟ.	3,021.20	\$66.621.23	,	
TOLIEAS	e charge/yi			400,02 1.20	(dop mil)	
	urchase	•				
charge/y						
	capital		9,215.14		(total cost/time period)	
	interest		6,621.23		(wrksht 16)	
Se	ervice charge rate	L	0%			
	service charge		\$0.00		(capital*rate)	
Tot leas	e /purchase					
chrg/yr				\$175,836.37		
Cost fre	e aircraft			\$0.00	(from above)	
				\$0.00	Purchase 1	
				\$0.00	Fulcitase I	

(\$25,659.86) <<<< To line 12 >>>>	Deprecia	tion			
Analysis		GOGOC	oco	Adjusted	•
AIRCRAFT	DHC 6-30	0			Alpha
Based	ALB				Purchase
Time period - years		10			
Value of aircraft			no	Custom Depreciation	?
Purchase w/ avionic	cs	\$1,092,151.35	no	Equation?	
Sale w/ avionic	cs .	\$1,348,750.00			
Depreciation/yr			(\$25,659.8	36) ((Purchase w/ avionic	cs-Sale
				w/ avionics)/ time per	riod)

\$15,506.83	<<< To line 13c >>>>	Self-insurance		1			
	Analysis	GOGO COC	0	Adjusted	version		
	AIRCRAFT	DHC 6-300			Alpha		
	Based	ALB		P	urchase		
	Value of aircraft	\$1,092,151.35		·	2.0		
	Number of seats	6					
	Insurance factors						
	huli	0.0055		(fm common data cht)			
	liability (base)	\$8,000.00		(fm common data cht)			
	liability (/seat)	\$250.00		(fm common data cht)			
	Tot cost hull		\$6,006.83	(value of aircraft*hull ins facto	r)		
	Liability						
	base	\$8.000.00					
	Tot per seat adder	\$1,500.00		(liability ins*num of seats)			
	Tot cost liability		\$9,500.00	(base+seat adder)			
	Total self ins cost		\$15,506.83	(Tot hull ins+Tot liability ins)			

A-76 AIRCRAFT AND AVIATION COST COMPARISON

WORKSHEET

			<u>wurn</u>	<u> </u>	
\$92,255.07	<<< To line 14 >>>>	Operations Overh	ead		
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	DHC 6-300			Alph
	Based	ALB			Purchas
	Admin (a)	·			
		GS-14			
	Salary				•
	Time allotment %			•	
	Benefits %of salary				(Salary*Time allotment %+
	Misc accounts \$/yr		040 404 00		
	Tot (a)		\$13,464.09		Benefits %of salary+Misc)
	Admin (b)				
		GS-12			
	Salary				
	Time allotment %	12%			
	Benefits %of salary	32.45%			(Salary*Time
	Misc accounts \$/yr	\$0.00			allotment %+Benefits %
	Tot (b)	·	\$9,581.46		of salary+Misc)
	Admin (c)				- ,
		GS-11			
	Salary				
	Time allotment %				
					(Salary*Time
	Benefits %of salary				· •
	Misc accounts \$/yi				allotment %+Benefits %
	Tot (c)	l	\$31,978.34		of salary+Misc)
	Admin (d)				
	Grade	GS-9			
	Salary	\$41,570.31			
	Time allotment %	48%			
	Benefits %of salary	32.45%			(Salary*Time
	Misc accounts \$/yi				allotment %+Benefits %
	Tot (d)		\$26,428.74		of salary+Misc)
	Admin (e)	•	,· ···		• •
		GS-7			
	Salary				
	Time allotment %				(Salon/*Time
	Benefits %of salary				(Salary*Time
	Misc accounts \$/y				allotment %+Benefits %
	Tot (e))	\$10,802.44		of salary+Misc)
•	Tot personnel			\$92,255.07	(sum personnel items)
	•				
	Hanger rental	\$0.00			
	Home base tie-down fee	\$0.00			
	Office space	\$0.00			
	Office supplies	\$0.00			
	Utilities	42.30			
	Phone	\$0.00			
	Electricity				
	Oil/Gas hea				
	Wate	•			
	Building maintenance	\$0.00			
	misc	\$0.00			
•	Tot non-personnel			\$0.00	(sum non-persnnl items)
	•			\$92,255.07	Total ops ovrhd costs

	WORKSHEET						
\$11,976.83	<<< To line 15 >>>>	Administrative Over	head				
	Analysis	GOGO CO	oco	Adjusted	versio		
	AIRCRAFT	DHC 6-300		•	Alph		
	Based	ALB			Purchas		
	Admin (a)						
	Grade	GS-13					
	Salary	\$71,686.07					
	Time allotment %	0%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (a)		\$0.00	Benefits %of salary+Misc)			
	Admin (b)			,,,,,			
	Grade	GS-12					
	Salary	\$60,283.52					
	Time allotment %	15%					
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (b)		\$11,976.83	Benefits %of salary+Misc)			
	Admin (c)						
	Grade	GS-11					
	Salary	\$50,299.39					
	Time allotment %	0%		+4 - +			
	Benefits %of salary	32.45%					
	Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+			
	Tot (c)		\$0.00	Benefits %of salary+Misc)			
	` ,			,o,			
	Tot personnel		\$11,976.83				
	Office space	\$0.00					
	Office supplies	\$0.00					
	Utilities						
	Phone	\$0.00					
	Electricity	\$0.00					
	Oil/Gas heat	\$0.00		•			
	Water	\$0.00					
	Building maintenance	\$0.00					
	misc	\$0.00					
	Tot non-personnel		\$0.00				
			\$11.976.83	Total admin overhead costs			

\$39,877.06	<<< To line 16 >>>>	Cost of Capital or Finance Expense		
,	Analysis AIRCRAFT Based	DHC 6-300 ALB	Adjusted	version Alpha Purchase
	Value of aircraft	\$1,092,151.35		
	Time period - years Interest rate	10 6.100%		
	Annual levelized finan cost		\$39,877.06	

\$496,513.05	<<< To line 19 >>> Analysis AIRCRAFT Based Hours flown/yr	Total Contract Cost GOGO COCO DHC 6-300 ALB 255	Adjusted	version Alpha Purchase
	Contract vari cost PFH	\$342.11		
	Contract fixed cost PFH	\$1,605.00		
	Total cost PFH	\$1,947.11	(vari+fixed)	
	Total cost	\$496,513.05	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee ho	urs	
A	nalysis	GOGOCOCO	Adjusted	version
A	IRCRAFT	DHC 6-300	•	Alpha
В:	ased	ALB		Purchase
N	umber guar hrs/yr	. 0		
н	ourly guar rate	\$0.00		
Т	ot cost of guarantee	\$6	0.00 (guar hrs/yr*hourly rate)	

\$0.00	<<< To line 20b >>>>	Additional Pilot and Crew Charge	S	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DHC 6-300		Alpha
	Based	ALB		Purchase
Ì	Hrs/yr for extra crew	0		
	Hourly rate	\$0.00		
	Tot cost extra crew	\$0.0	0 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20c >>>>	Additional Maintenance Suppor	t	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DHC 6-300		Alpha
	Based	ALB		Purchase
	Hours/yr added maint	. 0		
	Hourly rate	\$61.76		
	Tot added maint cost	\$0	.00 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20d >>>>	Airframe Alterations/Equipment Installation				
	Analysis	gogo coco		Adjusted vers	sion	
	AIRCRAFT	DHC 6-300		All	pha	
	Based	ALB		Purch	ase	
	Time period - yrs	. 10				
	Airframe alts	\$0.00		•		
	Equipment instal	\$0.00				
	tot alt/install cost		\$0.00	(airframe alts+equip install)/yrs		

\$0.00	o line 20e >>>>	Equipment n	ot Provided by Go	vernment	
Analysis			GOGO COCO	Adjusted	version
AIRCRAI	- T	DHC 6-300	• .	•	Aipha
Based		ALB			Purchase
Time per	iod - yrs		10		
	Item a		\$0.00		
	Item b		\$0.00		
	Item c		\$0.00	•	
tot equip	ment cost			\$0.00 (item a+Item b+item c)/yr	rs

\$0.00	<<< To line 20f >>>>	Additiona	Ground Service	Support	!	·
	Analysis AIRCRAFT	DHC 6-300	GOGO COCO		Adjusted	version Alpha
	Based	ALB				Purchase
1	item a		\$0.00			į
	item b		\$0.00			
	item c		\$0.00			
	tot grnd serv spprt cost			\$0.00	(item a+item b+item c)	

\$0.00	<<< To line 20g >>>>	Travel and per Diem		
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DHC 6-300		Alpha
	Based	ALB		Purchase
	Nights from base/yr	. 0		
	Per diem rates	\$0.00		
	misc costs	\$0.00		
	tot trav&per diem costs		\$0.00 (#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service Equipment Mile	age		
Analys	sis	GOGOCOCO)	Adjusted	version
AIRCE	RAFT	DHC 6-300			Alpha
Based	t kan a sa sa sa sa sa sa sa sa sa sa sa sa s	ALB			Purchase
Equip	ment costs (not hourly)				
	item a	\$0.00			
1	item b	\$0.00			
	item c	\$0.00			
tot eq	ot costs		\$0.00	(item a+item b+item c)	

\$0.00	<<< To line 20i >>>>	Airport Fees		
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	DHC 6-300	•	Alpha
	Based	ALB		Purchase
	Legs flown/yr	437		
	Airport fees (ave) \$/trip	\$0.00		
	tot airport/yr	·	\$0.00 (trips/yr*\$/trip)	

\$0.00 <<<< To line 26	0j >>>>	Other Costs		
Analysis		gogo coco	Adjusted	version
AIRCRAFT		DHC 6-300		Alpha
Based		ALB		Purchase
Other costs				
	item a	\$0.00		
	item b	\$0.00		
	item c	\$0.00		
tot other costs		\$0.0	0 (item a+item b+item c)	

\$7,595.86 <<<< To line 21 >>>>	<><< To line 21 >>>> Contract Administrative Costs										
				·							
Analysis AIRCRAFT	GOGO C	000	Adjusted	version							
				Alpha							
Based	ALB			Purchase							
Admin (a)	00.44										
	GS-14										
Salary	· ·										
Time allotment %	0%										
Benefits %of salary			(CalandTime allatered 0/ /								
Misc accounts \$/yr		60.00	(Salary*Time allotment %+								
Tot (a) Admin (b)		\$0.00	Benefits %of salary+Misc)								
	GS-13										
Salary											
Time allotment %	371,000.07 8%										
Benefits %of salary											
Misc accounts \$/yr			(Salary*Time allotment %+								
Tot (b)	40.00	\$7 595 86	Benefits %of salary+Misc)								
Admin (c)		Ψ1,000.00	Denoma 7001 Salary : Wilder								
	GS-12										
Salary											
Time allotment %	0%										
Benefits %of salary	32.45%										
Misc accounts \$/yr			(Salary*Time allotment %+								
Tot (c)	¥5.55	\$0.00	Benefits %of salary+Misc)								
Admin (d)		*******	zonomo you dalary mico,								
Grade	GS-9										
Salary	\$41,570.31										
Time allotment %	0%										
Benefits %of salary	32.45%										
Misc accounts \$/yr			(Salary*Time allotment %+								
Tot (d)	,	\$0.00	Benefits %of salary+Misc)								
Admin (e)		• • • • • • • • • • • • • • • • • • • •	,,,,,								
Grade	GS-9										
Salary	\$41,570.31										
Time allotment %	0%										
Benefits %of salary	32.45%										
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+								
Tot (e)		\$0.00	Benefits %of salary+Misc)								
]											
		\$7,595.86	Total admin overhead costs								

\$0.00 <<< To line 22 >>>>	One Time Conversion Costs		
Analysis	GOGO COCO		Adjusted version
AIRCRAFT	DHC 6-300		Alph
Based	ALB		Purchas
Time period - yrs	. 10		
Material costs \$/yr		\$0.00	
Grade	GS-12		
Time allocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (a)		\$0.00	(sever+move+retrain+misc)
Grade	GS-12		
Time allocation %	0%		
Severance	\$60,283.52		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (b)		\$0.00	(sever+move+retrain+misc)
Grade	GS-9		
Time allocation %	0%		
Severance	\$41,570.31		
Moving	\$0.00		
Retraining	\$0.00		
Misc accounts \$/yr	\$0.00		
Tot (c)		\$0.00	(sever+move+retrain+misc)
Other 1-time costs \$/yr	•	\$0.00	
Total conversion costs		\$0.00	(sum of above col)
Annual allocation of con	version costs	\$0.00	(Tot costs/yrs)

\$0.00	<<< To line 23 >>>>	Gain on Disposal	Transfer of Assets			
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	DHC 6-300				Alpha
	Based	ALB				Purchase
	Time period - yrs		10			
:	To be sold/trans		no			
	Value of aircraft		\$0.00			
	Unpaid balance		\$0.00			
	Equity in aircraft			\$0.00	(value-unpaid bal)	
	Cost of disposal			\$0.00		
	Tot gain			\$0.00	(equity - cost of dis	sposal)
	Gain per time period			\$0.00	(tot gain/yrs)	

\$2,790.92	<> <-> To line 28 >>>>	Conversion Differen	tial		
	Analysis	GOGO	oco	Adjusted	version
	AIRCRAFT	DHC 6-300		•	Alpha
	Based	ALB			Purchase
	Time period - years	10			
	Crew cost PFH	\$0.00			
	Hours flown/yr	255			
	Tot crew cost (vari)		\$0.00	(Crew cost PFH*hours)	
	Tot crew cost (fix)		\$174,859.73	(line 9)	
	Ops personnel cost			(wksht 14)	
	Adm personnel cost		\$11,976.83	` ,	
* .	Tot personnel (Convert)	•	•	\$279,091.63	()
	New cap acqustn costs			\$1,092,151.35	(wksht 11)
	А	\$0.00			
	В	\$2,790.92			
	С	· ·			
	D	\$2,790.92			
		·		\$2,791	

		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	DHC 6-300 ALB	version Alpha Purchase		
	Gov't cost	Contractor cost			
	1st yr	1st yr			
variable costs PFH	\$293	\$333			
fixed cost PFH	\$1,368	\$1,605			
total costs PFH	\$1,661	\$1,938			
Flight Hours per Yo	25	i5.			10 year analysis
	Costs per	Total	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$1,661	\$423,589	\$0	\$4,700,935	\$1,844
COGO	\$1,898	\$484,080	\$60,491	\$5,741,116	\$2,251
GOCO	\$1,701	\$433,688	\$10,099	\$4,817,132	\$1,889
coco	\$1,938	\$494,179	\$70,590	\$5,857,313	\$2,297

					- · · · · · · · · · · · · · · · · · · ·	
			Decision Line			
		AIRCRAFT	DHC 6-300	version Alpha		
		Based	ALB	Purchase		
					10	year analysis
						Life of Model
				First Year Review		Decision Line
			First Year	Line (positive	Life of Model	(positive value
		Terminal	Conversion	value favors col 1	Conversion	favors col 1
Initial Structure		Structure	Differential	structure)	Differential	structure)
GOGO	to	coco	\$2,791	\$73,380	\$33,943	\$1,190,322
COGO	to	coco	\$2,791	\$12,890	\$33,943	\$150,140
GOCO	to	coco	\$0	\$60,491	\$0	\$1,040,182
coco	ŧe	coco	\$ 0	\$0	\$0	\$0 NA
GOGO	to	GOCO	\$2,791	\$12,890	\$33,943	\$150,140
COGO	to	GOCO	\$30,095	(\$20,297)	\$357,433	(\$566,552)
GOCO	to	coco	\$0	\$0	\$0	\$0 NA
coco	to	GOÇO	\$27,304	(\$33,187)	\$323,490	(\$716,692)
GOGO	to₹	COGO	\$0	\$60,491	\$0	\$1,040,182
coco	ŧo	COGO	\$0	\$0	\$0	\$0 NA
GOCO	to	COGO	\$2,791	\$53,183	\$33,943	\$957,928
coco	to	COGO	\$2,791	(\$7,308)	\$33,943	(\$82,254)
COCO	ŧo	coco	\$0	\$0	\$0	\$0 NA
COGO	to	GOGO	\$27,304	(\$33,187)	\$323,490	(\$716,692)
GOCO	to	GOGO	\$2,791	(\$7,308)	\$33,943	(\$82,254)
coco	to	GOGO	\$30,095	(\$40,495)	\$357,433	(\$798,946)

SAVANNAH RIVER

DOE SRS Present Fleet	•
Aircraft	

Aircrait												
Υ	Year	1	. 2	. 3	4	5	6	7	8	9	10	Total
Costs Norma	alized		-									
N116SR		\$991,761	\$1,031,811	\$1,088,074	\$1,434,241	\$1,118,241	\$1,171,737	\$1,329,757	\$1,196,779	\$1,217,727	\$1,708,502	\$12,288,630
N117SR												\$11,707,913
Total	\$	51,983,522	\$2,122,743	\$2,228,630	\$2,664,802	\$2,158,582	\$2,230,077	\$2,728,380	\$2,454,287	\$2,365,126	\$3,060,394	\$23,996,543
Should Cost									•			
N116SR		\$784,200	\$822,112	\$879,227	\$1,283,965	\$893,837	\$946,831	\$1,124,973	\$953,631	\$966,706	\$1,543,272	\$10,198,754
N117SR		\$784,200	\$893,058	\$942,205	\$1,039,549	\$800,357	\$810,754	\$1,207,612	\$1,026,507		\$1,115,340	
Total	\$	1,568,400	\$1,715,170	\$1,821,432	\$2,323,514	\$1,694,194	\$1,757,585	\$2,332,585	\$1,980,138	\$1,849,019	\$2,658,612	\$19,700,649
Future Fleet (GOCO)										
N116SR		\$719,998	\$753,249	\$802,549	\$1,141,577	\$818,261	\$864,257	\$1,014,590	\$873,733	\$886,604	\$1,369,102	\$9,243,920
N117SR		\$719,998	\$913,894	\$802,549	\$967,993		\$864,393	\$1,229,353			\$1,092,602	
Total	\$	1,439,996	\$1,667,143	\$1,605,098	\$2,109,570	\$1,629,428	\$1,728,650	\$2,243,943	\$1,747,271	\$1,825,144	\$2,461,704	\$18,457,947
Future Fleet 0	GOGO											
N116SR		\$747,001	\$780,928	\$830,920	\$1,170,657	\$848,068	\$894,810	\$1,045,906	\$905,832	\$919,506	\$1,402,826	\$9,546,454
N117SR		\$747,001	\$941,573	\$830,920	\$997,073	\$840,974		\$1,260,669	\$905,637		\$1,126,326	
Total	\$	1,494,002	\$1,722,501	\$1,661,840	\$2,167,730	\$1,689,042	\$1,789,755	\$2,306,575	\$1,811,469	\$1,890,948	\$2,529,152	\$19,063,014

The Aircraft Cost Evaluator

DIRECT COST - \$	Bell 412EP	BK 117C1	Bell 412SP
Fuel (1)	232.78	160.68	226.60
Fuel Additives	0.00	0.00	0.00
Lubricants	6.98	4.82	6.80
Maintenance Labor (2)	134.56	128.76	134.56
Parts Airframe/Eng/Avion (3)	198.69	107.71	198.69
Engine Restoration (4)	170.20	158.00	170.20
Thrust Reverser Overhaul	0.00	0.00	0.00
Propeller Overhaul	0.00	0.00	0.00
APU Overhaul	0.00	0.00	0.00
Dynamic Comp/Life Ltd Parts	109.43	62.88	119.43
Misc Exp Landing/Parking	14.28	8.47	14.28
- Crew Expenses	32.00	32.00	32.00
- Supplies/Catering	8.00	7.00	8.00
- Other	0.00	0.00	0.00
Fractional Cost/Hour + Tax	0.00	0.00	0.00
Total Direct Cost/Hour	906.92	670.32	910.56
Average Block Speed-Mph. (5)	132	134	132
Total Direct Cost/St. Mile	6.87	5.00	6.90

FOOTNOTES - \$ Operation: 1 - 2 Aircraft Date: 9/28/2000

	Corporate	Corporate	Corporate
1 /Fuel Cost		2.06	2.06
<i>Gallons/Hour</i>	113	78	110
2 /Maint. Labor Cost/Hour	58.00	58.00	58.00
Maint. Hours/Flight Hours	2.32	2.22	2.32
3 /Incl. Engine Parts Cost	Yes	Yes	Yes
4 /Overhaul Cost Source	Estimated	Estimated	Estimated
5 /Block Speed Source	90% Vcruise	90% Vcruise	90% Vcruise
6 /Crew Salary Source	2000 R&W	2000 R&W	2000 R&W
Number of Crew	2	2	2
7 /Insured Hull Value	5645000	4649000	2175000
Hull Insurance Rate (%)	2.25	3.00	2.25
8 /Modernization	.4% x Price	.4% x Price	.4% x Price
9 /Refurbish Labor Hrs/Seat	20	20	20
10/Comp. Mx Program Source	MxManager	MxManager	MxManager
11/Weather Service Source	Typical	Typical	Typical
12/Aircraft Purchase Price	5645000	4649000	2175000
Depreciation Rate	10% per yr	10% per yr	10% per yr
13/Market Depr % / Year	5	5	5

The Aircraft Cost Evaluator

FIXED COST - \$	Bell 412EP	BK 117C1	Bell 412SP
Crew Salaries - Captain (6)	77,300	77,300	77,300
- Co Pilot	50,200	50,200	50,200
- Flt Eng/Other	0	0	0
- Benefits	38,250	38,250	38,250
Hangar - Typical	22,950	16,750	22,950
Insurance - Hull (7)	127,013	139,470	48,938
Admitted Liability	2,000	1,750	2,000
Legal Liability	8,000	8,000	8,000
Recurrent Training	18,400	16,800	18,400
Aircraft Modernization (8)	22,580	18,596	8,700
Navigation Chart Service	375	375	375
Refurbishing (9)	6,960	5,800	6,960
Computer Mx. Program (10)	1,850	1,850	1,850
Weather Service (11)	665	665	665
Other Fixed Costs	0	0	0
Fractional Cost/Yr + Tax	o	0	0
Book Depreciation (12)	564,500	464,900	217,500
Total Fixed Cost/Year	941,043	840,706	502,088
ANNUAL BUDGET - \$	Corporate	Corporate	Corporate
Utilization - St. Miles	50,000	50,000	50,000
- Hours	379	373	379
Direct Cost	343,724	250,030	345,102
Fixed Cost	941,043	840,706	502,088
Total Cost (Book Dep.)	1,284,767	1,090,736	847,189
- Per Hour	3,390	2,924	2,235
- Per St. Mile	25.70	21.81	16.94
- Per Seat St. Mile	4.28	4.36	2.82
Total Cost (No Depreciation)	720,267	625,836	629,689
- Per Hour	1,900	1,678	1,661
- Per St. Mile	14.41	12.52	12.59
- Per Seat St. Mile	2.40	2.50	2.10
Total Cost (No Depreciation)	720,267	625,836	629,689
Market Depreciation (13)	282,250	232,450	108,750
Total Cost (Market Dep.)	1,002,517	858,286	738,439
- Per Hour	2,645	2,301	1,948
- Per St. Mile	20.05	17.17	14.77

The Aircraft Cost Evaluator

GENERAL - \$	Bell 412EP	BK 117C1	Bell 412SP
Cabin-Height (Ft.)	4.30	4.30	4.30
- Width	8.00	4.70	8.00
- Length	7.70	6.20	7.70
Cabin volume (Cu. Ft.)	220.00	125.00	220.00
Cabin Door Height (Ft.)	4.10	3.10	4.10
- Width	6.20	2.80	6.20
Baggage -Int. (Cu.Ft.)	0.00	0.00	0.00
- External	28.00	50.00	28.00
Typical Crew/Pass Seating	2/6	2/5	2/6
Weight-Max Take-off (Lbs.) - Maximum Landing	11,900	7,385	11,900
- Basic Operating	7,905	4,930	7,905
- Usable Fuel	2,214	1,230	2,214
Payload-Full Fuel (Lbs.)	1,781	1,225	1,781
- Maximum	3,995	2,455	3,995
Certified/IFR Certified	Yes/Yes	Yes/Yes	Yes/Yes
Price - New (Typical)/1000	5,645	4,649	
Price = New Livbicativious			
- Pre Owned Rng/1000 PERFORMANCE	1,890/3,200	/	1,192/2,800
- Pre Owned Rng/1000	•	<i>/</i>	1,192/2,800
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full	•	/	1,192/2,800
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.)	•	221	1,192/2,800
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full	1,890/3,200		
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full	1,890/3,200	221	312
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Tanks Full Balanced Field Length (Ft.)	1,890/3,200 312 312 312	221 221 1,770	312 312 1,350
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121	312 312	221 221	312 312
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS)	1,890/3,200 312 312 312	221 221 1,770	312 312 1,350
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out	1,890/3,200 312 312 312	221 221 1,770 200	312 312 1,350 500
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	1,890/3,200 312 312 312 1,350 500 124 122	221 221 1,770 200 133 125	312 312 1,350 500 130 125
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS) Ceiling-Service (Ft.)	1,890/3,200 312 312 1,350 500 124 122	221 221 1,770 200 133 125	1,350 500 130 125
- Pre Owned Rng/1000 PERFORMANCE Range-NBAA IFR Res (N.Mi.) Seats Full Tanks Full Range-30 Min. Res (N.Mi.) Seats Full Tanks Full Balanced Field Length (Ft.) Landing Distance - FAR 121 Rate Of Climb (Ft/Min) - One Engine Out Cruise Speed-Max (KTAS) - Normal - Long Range Stall Speed (IAS)	1,890/3,200 312 312 312 1,350 500 124 122	221 221 1,770 200 133 125	312 312 1,350 500 130 125

Cost Of Ownership Analysis

For:

DOE SRS N117SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

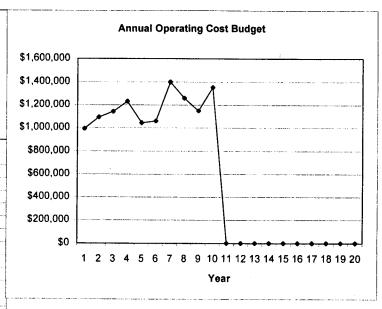
Base of operation:

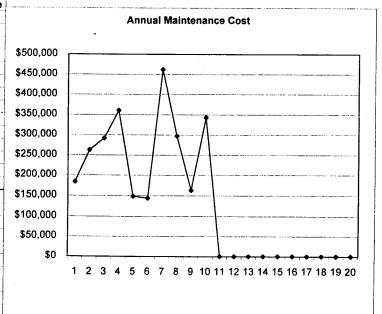
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Notes:

BK 117 Present Fleet - Costs Normalized

ANNUAL COS	T SUMMAR'	Y				Ver	sion 4.0 Software	Copyri	ght 2000
DOE SRS N117S	R	Type	of Operation	: Gover	nment				
Make/Model:	Used	BK 11	7B2	Date:			9-Jun-00		
Program Length:	10	Years		Acquis	ition:	Pu	rchase		
Program Data:		I		Acqui	sition Cost +	Sa	lae Tav	1	
Hrs/Year	406.3				chase Price	\$	1,170,000	ļ	
Cycles/Hour	4.28				e Sales Tax:		1,170,000	·	
Residual Value	95				res + Tooling			ļ ·- · · · -	
MX Labor Rate	\$ 58.00				al Training:	\$		ļ	
Fuel Cost		/GAL			de-in/Other:	\$			
	<u> </u>	/ UAL		Total	ic-iii/Otilei.	\$	1,170,000		
Airframe Status:		·		Total		Ψ	1,170,000		
Total Hours	4663			Loseo	Finance Pay	ma	mto:		
Total Years	14	· ·			ce Cost/Year		ins.		
Total Cycles	19963	· · · · · -		Final	Payment	\$			
1000 07000	13303			Losco	Cost/Year	\$		ļ	
Ave Inflation:	2.50%	Vear		Lease	Cosirreal	3		ļ	
Ave milation.	2.50%	/ i cai		Incuro	d Value:	\$	Control of the second point of the control of the second o		
Life Cycle Cost T	ntal·	Proc	ram Total		ost/Year	` 	Cost/Hour	Coo	t/St Mile
	<u> </u>		graini i Otai	ļ <u>-</u>	Jou i eai	<u>.</u>	Cosvnoui	COS	NOI MILLE
Total Acquisition +	Sales Tax	\$	-	ļ					
Total Direct Cost		\$	3,842,690	\$	384,269	\$	946	\$	7.06
Total Fixed Cost		\$	4,075,556	\$	407,556				
Residual Value		\$	•						
Total Finance/Leas	e Cost	\$	•	\$	-				
Ops + Admin Over	head	\$	3,789,667	\$	378,967				
Total Cost:	V4		11,707,913	\$	1,170,791	\$	2,882	\$	21.50
Annual Budget:	Year 1	\$	991,761	Year 11		\$		<u> </u>	
(No Depreciation)	Year 2	\$		Year 12		\$			
	Year 3	\$		Year 13		\$			
	Year 4	\$		Year 14		\$			
	Year 5	\$		Year 15		\$	-		
	Year 6	\$		Year 16		\$			
	Year 7	\$		Year 17		\$			
	Year 8	\$		Year 18	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	\$			
	Year 9	\$	1,147,399	Year 19		\$			
	Year 10	\$	1,351,892	Year 20	3 1	\$	_		





ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE SRS N117SR

Government

Used BK 117B2

Acquisition: Purchase

406.3 Hours/Year

Make/Model:
Aircraft Value:

Residual Value: \$

Aircraft Value: \$ -			Re	sidual Value:	\$	-																
Variable Cost Yea	r	1	П	2	_	3		4	Τ	5	Т	6	Τ	7		8		9	ı -	10		Total
Fuel	\$	21,717	\$	22,264	\$	22,820	\$	23,391	\$	23,976	\$	24,575	\$	25,189	\$	25,819	\$	26,465	\$	27.126	\$	243,343
Fuel Additives	\$		\$	-	\$		\$	-	\$		\$		\$		\$		\$	20,100	\$	27,720	\$	240,040
Maint Labor	\$	25.755	\$	26.399	\$	27.059	\$	27.735	\$		\$	29,139	\$	29,868	\$	30,615	\$	31,380	\$	32,164	\$	288,543
Parts	\$	85,490	\$	87,627	\$	89.818	\$	92,063	\$		Ŝ	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106.765	\$	957,777
Inspections	\$	-	\$	15,252	\$	8,069	\$	41,870	\$	- 1,000	Š	8,825	\$	17,256	\$	17,688	\$	9,357	\$	18,583	\$	153,324
Engine Restoral	\$		\$	118,285	\$	157,909	\$	189.748	s		\$	- 0,023	\$	285,273	\$	137,174	\$	9,337	\$	174,841	\$	1.063,324
Engine Guaranteed Mx Plan	\$		\$	-	\$		\$	100,740	\$		\$	-	\$	- 203,273	\$	137,174	\$		\$	174,041	\$	
Avionics Guaranteed Mx Plan	\$		\$	_	\$	-	\$	-	\$		\$		\$		\$		\$	<u>.</u>	\$		\$	
Component Overhaul (All)	\$	64,147	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	84,488
Life Limited Components (All)	\$		\$	6,587	\$		\$		\$		\$		\$	20,341	\$		\$	7.830	S	.	\$	14,416
Other Services	1		Ť		<u> </u>		Ť		-		<u> </u>		۳		-		۳	7,000	-		\$	
Flight Hour Cost	s	8.244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	S	-	\$	-,	\$		Š		\$		\$	0,027	\$	3,500	\$	5,755	\$	10,044	\$	10,233	\$	92,339
Landing/Parking Fees	\$		\$	-	\$		\$		\$		\$		\$:	\$		\$		\$.	\$	-
Crew Expenses	\$	84,368	\$	86.477	\$	88,639	\$	90.855	\$		\$	95,455	\$	97,841	\$	100,287	\$	102.794	\$	105,364	\$	045 000
Small Supplies	\$,000	\$		\$	00,039	\$	- 00,000	\$		\$	55,400	\$	97,841	\$	100,287	\$	102,794	\$	105,364	\$	945,209
	+-		Ť		_		_		-		1		3		Φ		3		3		3	
Total Variable Cost	1 8	289,721	\$	371.341	\$	402,975	\$	474,540	\$	265,420	-	264.046	\$	584,471	\$	400.000	\$	200 000	_	475 4 40		0.040.000
10141 14114010 003	1 4	203,721	1 4	371,341	9	402,313	J	474,540	3	205,420	Þ	204,046	3	584,4/1	3	423,003	3	292,032	\$	475,140	\$	3,842,690
Fixed Cost Year	-	1	Γ-	2		3		4	Γ-	5		6		7					_			T 1 1
Salaries	+	'	\vdash			3	-	-			-	-	-			8		9		10		Total
Pilot/Flight Crew	\$	191,490	\$	196.277	\$	201,184	\$	206,214		011.000		040.050	_		_		_		_			···
Maintenance Technicians	\$	59,324		60,807	\$	62,327	\$		\$	211,369	\$			222,070	\$	227,621	\$	233,312	\$	239,145		2,145,336
Other	\$	39,324	\$	60,607	\$	02,321	-3	63,885	\$		\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,629
Benefits	\$	104,489	\$	107,101	\$	109,779	<u> </u>	440.500	·		_		\$	<u></u>	\$		\$	•	\$		\$	<u> </u>
Hangar	\$	104,409	\$	107,101	\$	109,779	\$	112,523	\$		\$	118,220	\$	121,175	\$	124,205	\$	127,310	\$	130,493		1,170,631
Insurance	13		13		.		•	<u>:</u>	3		\$		\$		\$		\$		\$	-	\$	<u> </u>
Hull	\$		\$		\$		\$		_		_		_		_		_					
Liability	\$	7,225	\$	7,406	\$	7.504		7.704	\$	7.075	\$		\$		\$		\$		\$		\$	·
Miscellaneous	13	1,225	3	7,406	3	7,591	\$	7,781	\$	7,975	\$	8,174	\$	8,379	\$	8,588	\$	8,803	\$	9,023	\$	80,944
Training Pilot/Maint	\$		\$		S		_		_		_		_		_							
Management Fee	\$						\$		\$		\$		\$		\$		\$		\$		\$	
Brokerage Fee	\$		\$	-	\$		\$		\$		\$		\$		\$		\$	-	\$		\$	
New Int/Paint/Avionics	+	-		-	\$		\$		\$		\$		\$		\$		\$	-	\$	-	\$	
Modernization	\$		\$		\$		\$		\$		\$		\$		\$		\$	-	\$		\$	
	\$		\$		\$		\$	- :	\$		\$		\$		\$		\$	•	\$		\$	-
Nav/Weather Services	\$	851	\$		\$	894	\$	916	\$	939	\$	963	\$		\$	1,012	\$	1,037	\$	1,063	\$	9,534
Comp Maint Service	<u> </u>		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Refurbishing Other	\$	400	\$		\$		\$		\$		\$		\$		\$		\$	-	\$:	\$	-
Other	13	400	\$	410	\$	420	\$	431	\$	442	\$	453	\$	464	\$	475	\$	487	\$	500	\$	4,481
Tatal Fire J O - 4	-	000 775	_		_	202 425	_				_		_									
Total Fixed Cost	1.2	363,779	\$	372,874	\$	382,195	\$	391,750	\$	401,544	\$	411,583	\$	421,872	\$	432,419	\$	443,230	\$_	454,310	\$	4,075,556
Finance/Lease Cost					•	····	_	т			_											
Aircraft Cash Payment/Resale	\$		\$		\$		\$		\$		\$	-	\$		\$		\$		\$	-	\$	-
Final Payment/Loan Payoff			\$		\$		\$		\$		\$		\$		\$		\$	-	\$	-	\$	-
Operations Overhead	\$		\$_		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Administrative Overhead (G&A)	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	744,890
Administrative Overnead (G&A)	3	271,773	\$	278,567	\$	285,532	\$	292,670	\$	299,987	\$	307,486	\$	315,173	\$	323,053	\$_	331,129	\$	339,407	\$	3,044,777
Total Appendig	-	004 704	•	1.000.000	•	140 550		000 501	_	1 0 10 0 11	_		_									
Total Annual Cost	1 35	991,761	\$	1,090,932	\$1	, 140,556	\$ 1	,230,561	\$.	1,040,341	35 1	,058,340	\$ 1	,398,623	\$ 1	257.508	S 1	147.399	\$ 1	351 802	\$ 1	1 707 013

Maintenance	Cost	Data
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BK 117B2

Database Date:

Labor MH/FH		Parts \$/FH		
Airframe:	1.04 MH/FH	Airframe:	\$ 72.71	/FH
Engine:	0.40	Engine:	\$ 15.00	
Avionics:	0.30	Avionics:	\$ 20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

nspections			Insp	ection Cost	Inspection Cycl	Frequency		
		Name:			Start (Hrs)	Hours	Cycles	Years
Recurring	1	100 Hour	\$	120		100		
		600 Hour	\$	7,200		600		
	3	12 Month	\$	7,200				1
	4	6000 Hour Extended	\$	24,000		6000		
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Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$ 131,172		5000		
2	T/R Gearbox	\$ 4,544		3600		
	Int Gearbox	\$ 5,335		3600		
	SPAS Actuator	\$ 7,660		3600		
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Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$ 120		4500		
2	Inner Sleeve (4)	\$ 64,486		10200		
3	Laminated Pile Assy	\$ 5,833			11700	
4	Fitted Bolts (2)	\$ 593			11700	
	Shaft T/R Drive	\$ 4,324		11200		
6	Screw	\$ 11		4800		
7	Bearing Block	\$ 1,623		14000		
8	Fitted Bolt	\$ 526		16800		
	Hex Bolt	\$ 43		4500		
10	Transmission Case	\$ 177,543		12000		
11	Support Assy	\$ 5,712		12000		
	Fitting Assy	\$ 1,866		12000		
	Fitting	\$ 571		12000		
14	Stay Assy (5)	\$ 13,125		12000		
	Mount Assy (2)	\$ 35,345		12000		
16	Lug (3)	\$ 1,499		12000		
17	Rod Assy	\$ 1,916		12000		
	Shaft	\$ 4,321		11200		
And the commencer was a contract to the contract of the contra	Bevel Gear Shaft	\$ 7,880		10800		
	Bevel Gear 1	\$ 5,514		10800		
	Bevel Gear Shaft	\$ 6,512		13200		
The second comment of the second control of	Bevel Gear 2	\$ 4,649		13200		
23	Bevel Gear 3	\$ 14,515		18500		
24						
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Engine Restoral/Heavy Maintenance		Total Cost		Prem Removals	Frequency			
		Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1	H.S.I.	\$	70,000		1200		
	2	Overhaul	\$	85,000		2400		
	3	Accessories	\$	19,895		2400		
	4							
	5	1 to 1000 to 101 to 100 and 1 to 100			i i			
Replacement	1	Solid Rivet PT Rotor	\$	57,700		12000	11000	
	2	GP Rotor Disc	\$	18,100		5000	6300	
	3	GP Rotor Spacer	\$	5,550		15000	25000	
	4	GP Rotor Sealing Plate	\$	9,750		15000	25000	
	5	Titanium Impeller	\$	34,800		15000	25000	
	6	Axial Compressor	\$	18,300		15000	25000	
	7	Compressor Shaft	\$	6,750		15000	25000	
	8							
	9							
	10							

Maintenance Cost Data

BK 117B2

Database Date:

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	•		

Cost Of Ownership Analysis

For:

DOE SRS N117SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

BK 117 Present Fleet Should Cost

Ops. O/H at 10% and G&A at 10%

ANNUAL COST	SUMMARY	′		Version 4.0 Software	Copyright 2000	Annual Operating Cost Budget
DOE SRS N117SF	3	Type of Opera	ation: Government			\$1,400,000
Make/Model:	Used	BK 117B2	Date:	9-Jun-00		\$1,200,000
Program Length:	10	Years	Acquisition:	Purchase		\$1,000,000
Program Data:			Acquisition Cost	+ Sales Tax:	1	\$800,000
Hrs/Year	406.3		Purchase Price			\$600,000
Cycles/Hour	4.28		State Sales Tax	and the contract of the same and	1	4000,000
Residual Value	95		Spares + Toolin			2400 000
MX Labor Rate	\$ 58.00		Initial Training:	\$ -		\$400,000
Fuel Cost		/GAL	Trade-in/Other:			
. 201 0001	₩ 0.09	, unc	Total	\$ 1,170,000		\$200,000
Airframe Status:			_ I Olai	Ψ 1,170,000		•
Total Hours	4663	l	Lease/Finance Pa	vmente.		\$0
Total Years	14	 	Finance Cost/Ye			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 1
Total Cycles	19963		Final Payment	ai 5 -	·	
Total Cycles	19903	1	Lease Cost/Year		+	Year
Ave Inflation:	2.50%	/Year	Lease Cost Tear	-		
	1		Insured Value:	\$ -		
Life Cycle Cost To	otal:	Program To		Cost/Hour	Cost/St Mile	
Total Acquisition +	Colon Tay	\$		_		Annual Maintenance Cost
Total Acquisition +	Jaies I ax	Ψ				
Total Direct Cost		\$ 3,842,	690 \$ 384,269	9 \$ 946	\$ 7.06	\$500,000
		,			1	"I
Total Fixed Cost		\$ 4,075,	556 \$ 407,556	3		\$450,000
		7,575	707,000		+	\$400,000
Residual Value		\$				
, logiquai Value		-			 	\$350,000
Total Finance/Leas	se Cost	\$	- \$ -			\$300,000
. J.a. + mance/Leas	7				+	
Ops + Admin Over	_l head	\$ 1,583,	649 \$ 158,365	5		\$250,000
Opo i ridiiii Ovei	1	1,500,				\$200,000
Total Cost:	+	\$ 9,501,	895 \$ 950,190	\$ 2,339	\$ 17.45	\$200,000
Annual Budget:	Year 1		200 Year 11	\$ -	17.40	\$150,000
(No Depreciation)	Year 2		058 Year 12	\$ -	1	
(1.10 Doprodiation)	Year 3		205 Year 13	\$ -		\$100,000
	Year 4		549 Year 14	\$ -		\$50,000
	Year 5		357 Year 15	\$ -	<u> </u>	
	Year 6		754 Year 16	\$ -	·	**0
	Year 7		612 Year 17	\$ -	·	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 1
e international supplier recognises a supplier de la company de la compa	Year 8		507 Year 18	\$ -	<u> </u>	
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	Year 9 Year 10		313 Year 19 340 Year 20	\$		
	⊥voor 1∩	: x: 1115	RAIL (Year 20)	1 S -	4	

ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N117SR

Government

Make/Model:

Used

BK 117B2

Acquisition: Purchase

406.3 Hours/Year

(Page 2)

	izl		2		3		4		5		6	_	7		8		9		10		Total
Variable Cost	Year	1 747		-	22,820	\$	23,391	\$	23,976	\$	24,575	\$	25,189	\$	25,819	\$		\$		\$	243,34
Fuel	\$	21,717	\$ 22,264	\$	22,820	\$	23,391	\$	23,910	\$	24,313	\$	25,105	\$	20,019	\$	20,400	\$	27,120	\$	E40,04
Fuel Additives	\$		\$.	+	07.050	\$	27.735	\$	28,429	\$	29,139	\$	29,868	\$	30,615	\$	31,380	\$	32,164	\$	288,54
Maint Labor	\$	25,755	\$ 26,399	\$	27,059	_		_		\$		\$	99,142	\$	101,621	\$	104,161	\$	106,765	\$	957,77
Parts	\$	85,490	\$ 87,627	\$	89,818	\$	92,063	\$	94,365	\$	96,724 8,825	\$	17,256	\$	17.688	\$	9,357	\$		\$	153,32
Inspections	\$		\$ 15,252	\$	8,069	\$	41,870	\$	16,425		5,825		285,273	\$	137,174	\$	9,357	\$	174,841	\$	1,063,23
Engine Restoral	\$		\$ 118,285	\$	157,909	\$	189,748	\$		\$		\$		\$		\$		\$	1/4,041	\$	1,000,20
Engine Guaranteed Mx Plan	. \$		\$ -	\$	•	\$	•	\$		<u> </u>				\$		\$		\$		\$	
Avionics Guaranteed Mx Plan	\$	-	<u>\$</u> -	\$	-	\$		\$	•	\$	-	\$		_	•	\$		\$		\$	84,48
Component Overhaul (All)	\$	64,147	\$ -	\$	•	\$		\$_		\$	-	\$	20,341	\$		\$		\$		\$	
Life Limited Components (All)	\$	•	\$ 6,587	\$	-	\$	-	\$	-	\$	•	\$	-	\$		3	7,830	3		\$	14,41
Other Services				1						_		_				-			40.005		
Flight Hour Cost	\$	8,244	\$ 8,450		8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,35
Fixed Cost	\$	-	\$ -	\$		\$	-	\$	•	\$		\$	-	\$	-	\$	•	\$		\$	•
Landing/Parking Fees	\$	•	\$ -	\$		\$	-	\$		\$		\$		\$		\$		\$		\$	
Crew Expenses	\$	84,368	\$ 86,477	\$	88,639	\$	90,855	\$	93,127	\$	95,455	\$	97,841	\$	100,287	\$	102,794	\$	105,364	\$	945,20
Small Supplies	\$	•	\$ -	\$	•	\$		\$	-	\$		\$	-	\$	-	\$	-	\$		\$	
																<u> </u>					
Total Variable	Cost \$	289,721	\$ 371,341	\$	402,975	\$	474,540	\$	265,420	\$	264,046	\$	584,471	\$	423,003	\$	292,032	\$	475,140	\$	3,842,69
Fixed Cost	Year	1	2	Ι	3	Ĺ	4		5		6		7		8		9		10		Total
Salaries				T						Π											
Pilot/Flight Crew	\$	191,490	\$ 196,277	\$	201,184	\$	206,214	\$	211,369	\$	216,653	\$	222,070	\$	227,621	\$	233,312	\$	239,145		2,145,33
Maintenance Technicians	\$	59,324	\$ 60,807	\$	62,327	\$	63,885	\$	65,483	\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,62
Other	\$	-	\$ -	\$		\$		\$	-	\$		\$		\$	-	\$	-	\$	-	\$	
Benefits	\$	104,489	\$ 107,101	\$	109,779	\$	112,523	\$	115,336	\$	118,220	\$	121,175	\$	124,205	\$	127,310	\$	130,493	\$	1,170,63
Hangar	\$		\$ -	\$	-	\$		\$	-	\$		\$		\$		\$	-	\$	-	\$	
Insurance																					
Hull	\$		\$ -	\$	-	\$		\$	-	\$		\$		\$		\$		\$	-	\$	
Liability	\$	7.225	\$ 7,406	\$	7,591	\$	7,781	\$	7,975	\$	8,174	\$	8,379	\$	8,588	\$	8,803	\$	9,023	\$	80,94
Miscellaneous	 *	7,220	· .,,,,,,	† -		Ť		1	.,,,,,	m				_						_	
Training Pilot/Maint	\$		\$ -	\$		\$		\$	_	\$		\$		\$		\$	-	\$		\$	
Management Fee	\$		\$ -	s		S		\$	_	\$		\$		\$		\$		\$		\$	
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Brokerage Fee New Int/Paint/Avionics	- \$	-	\$ -	\$	•	\$		\$		\$		\$		\$	-	\$		\$	-	\$	
Modernization	\$		\$ -	\$		\$		\$		\$	-	\$		\$		\$	-	\$	-	\$	
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Nav/Weather Services	\$	001	\$ 6/2	\$	034	\$		\$		\$	-	\$	- 307	\$	1,012	s	.,,,	\$	- 1,000	\$	-,
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Refurbishing	\$	400	\$ 410	+-	420	\$	431	\$	442	\$	453	\$	464	\$	475	\$	487	\$	500	\$	4.48
Other	12	400	J 410	10	420	3	431	├ ~	442	۳	400	-	404	-		۳		–	- 500	*	-,10
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Total Fixed	COST 5	363,779	\$ 372,874	10	302,195	T D	391,730	1 2	+01,044	l A	411,003	4	721,012	Г.ф.	702,418	1 0	-10,E00	Ψ.	-5-,5 10	-	-,0,0,00
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Finance/Lease Cost	- \$		\$ -		-	\$	·····	\$	-	\$	•	\$		\$		\$		\$		\$	
Aircraft Cash Payment/Resale	\$		\$ -			_		\$	-	\$	•	\$		\$		\$	·	\$		\$	
Final Payment/Loan Payoff	\$		\$ -	\$		\$		\$		-	67.560		100.001	\$	05 540	\$	73,526	\$		\$	791,82
Operations Overhead	\$	65,350	\$ 74,421	\$	78,517	\$	86,629	\$	66,696	\$	67,563	\$	100,634		85,542	\$		\$		\$	
Administrative Overhead (G&A)	. \$	65,350	\$ 74,421	\$	78,517	\$	86,629	\$	66,696	\$	67,563	\$	100,634	\$	85,542	3	73,526	3	92,945	3	791,82
				-		Ļ	:-	-		-	240 75:	-		-	4 000 507	-	200.045	-	145.040	•	0.504.00
Total Annual	Cost \$	784,200	\$ 893,058	15	942.205	ı55 ∶	1,039,549	ı S	ช00.357	ı 55	810,754	156 1	1.207.612	135	1.026.507	1 3	882,313	35 1	,115,340	3	9,501,69

Maintenance Cost Data

BK 117B2

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.04	MH/FH	Airframe:	\$ 72.71	/FH
Engine:	0.40		Engine:	\$ 15.00	
Avionics:	0.30		Avionics:	\$ 20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections			Ins	pection Cost	Inspection Cycl	Frequency		[
		Name:	Tot	al (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1	100 Hour	\$	120		100		
	2	600 Hour	\$	7,200		600		
	3	12 Month	\$	7,200				1
	4	6000 Hour Extended	\$	24,000		6000		
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One Time	1		1					
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Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
**************************************	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$ 131,172		5000		
2	T/R Gearbox	\$ 4,544		3600		
3	Int Gearbox	\$ 5,335		3600		
	SPAS Actuator	\$ 7,660		3600		
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Life Limited Parts			Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$	120		4500		
	Inner Sleeve (4)	\$	64,486		10200		
3	Laminated Pile Assy	\$	5,833			11700	
	Fitted Bolts (2)	\$	593			11700	
	Shaft T/R Drive	\$	4,324		11200		
	Screw	\$	11		4800		
7	Bearing Block	\$	1,623		14000		
	Fitted Bolt	\$	526		16800		
9	Hex Bolt	\$	43		4500		
	Transmission Case	\$	177,543		12000		
	Support Assy	\$	5,712		12000		
12	Fitting Assy	\$	1,866		12000		
13	Fitting	\$	571		12000		
	Stay Assy (5)	\$	13,125		12000		
	Mount Assy (2)	\$	35,345		12000		
	Lug (3)	\$	1,499		12000		<u> </u>
17	Rod Assy	\$	1,916		12000		
	Shaft	\$	4,321	<u> </u>	11200		
	Bevel Gear Shaft	\$	7,880	1	10800		
	Bevel Gear 1	\$	5,514		10800		
	Bevel Gear Shaft	\$	6,512	1	13200		
	Bevel Gear 2	\$	4,649	l	13200		
	Bevel Gear 3	\$	14,515	1	18500		
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Engine Restoral/H	eavy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1 H.S.I.	\$ 70,000		1200		
	2 Overhaul	\$ 85,000		2400		
	3 Accessories	\$ 19,895		2400		
	4	 	ļ <u>.</u>			
	5	 		V. 10. 10. 17. 17. 17. 17. 17. 17. 17. 17. 17. 17		
Replacement	1 Solid Rivet PT Rotor	\$ 57,700		12000	11000	
	2 GP Rotor Disc	\$ 18,100		5000	6300	
	3 GP Rotor Spacer	\$ 5,550		15000	25000	
	4 GP Rotor Sealing Plate	\$ 9,750		15000	25000	
	5 Titanium Impeller	\$ 34,800		15000	25000	
	6 Axial Compressor	\$ 18,300		15000	25000	
	7 Compressor Shaft	\$ 6,750		15000	25000	
	8					
	9					
	10	 	!			

Maintenance Cost Data

BK 117B2

Database Date:

		•		
	•			

Cost Of Ownership Analysis

For:

DOE SRS N117SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

--

Notes:

BK 117 Future Fleet GOCO (Labor benefits at 25%)

Ops. O/H and G&A maxed at 25% of labor & benefits

Make/Model: Used BK 117B2 Date: 9-Jun-00 \$1,400,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 \$1,100,000 \$1,	ANNUAL COST	SUMMARY	1			Version 4	.0 Software C	Copyright 2000		Annual Operating Cost Budget
Make/Model: Used BK 117B2 Date: 9-Jun-00 \$1,200,000	DOE SRS N117SR		Type of Op	eration:	Government				¢1 400 000	, ,
Program Length: 10 Years	Make/Model:	Used	BK 117B2		Date:	9-Ji	un-00	•		
Program Data:									\$1,200,000	\ ,
Program Date:	Program Length:	10	Years		Acquisition:	Purcha	se			
His/Year	Brown Dete:		<u> </u>		Acquisition Cost	Salas T	-av.	 	\$800,000	
Cycles/Hour Selection Se		406.3						i		•
Residual Value 95 % Spares + Tooling \$.			·				, 170,000	ļ · · - · - · - · · · · · · · · · · · ·	\$600,000	
MX Labor Rate \$ \$50.00 MH Initial Training: \$.			0/					 		
Fuel Cost \$ 1.50 (GAL Trade-in/Other: \$. Total				• · · · ·					\$400,000	AND THE RESERVE AS A STATE OF THE PARTY OF T
Airframe Status: Total Hours	*****	¢ 1 EA				.1		ļ		
Airframe Status: Total Hours Total Hours Total Years 14 Finance Cost/Year \$ - Total Cost Cost Final Payment \$ - Total Cost S - Solution Program Total S - Solution Program Total Cost/Year Cost/Hour Cost/St Mile Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost Annual Maintenance Cost S - S - S - S - S - S - S - S - S - S	ruei Cost	a 1.5U	/GAL		The second secon		170.000	 -	\$200,000	
Total Hours	Alufuana Ctatus	ļ			Old	• · · · · ·	, 170,000	ļ	1	
Total Cycles 19953 Finance Cost/Year S -		4000			I appolition to De-				\$0	·
Total Cycles 19963										1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Lease Cost/Year Lease Cost/Year S		And the second s	I					<u>-</u>		
Ave Inflation: 2.50% / Year	Total Cycles	19963								Year
Insured Value S Cost/Hour Cost/St Mile					Lease Cost/Year	\$				
Life Cycle Cost Total:	Ave Inflation:	2.50%	/Year							The second secon
Total Acquisition + Sales Tax \$		<u> </u>				\$			-	
Total Direct Cost	Life Cycle Cost To	otal:	Program	Total	Cost/Year	Cos	VHour	Cost/St Mile		The state of the s
Total Fixed Cost \$ 3,607,416 \$ 360,742 \$ \$600,000 Residual Value \$	Total Acquisition +	Sales Tax	\$	•		- - -				Annual Maintenance Cost
Residual Value \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$	Total Direct Cost		\$ 4,5	25,911	\$ 452,591	\$	1,114	\$ 8.31	\$700,000	
Residual Value \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$			ļ. 							
Total Finance/Lease Cost \$ - \$ - \$ \$ 400,000 Ops + Admin Overhead \$ 1,080,701 \$ 108,070 Total Cost: \$ 9,214,028 \$ 921,403 \$ 2,268 \$ 16.92 Annual Budget: Year 1 \$ 719,998 Year 11 \$ - \$ 200,000 Year 2 \$ 913,894 Year 12 \$ - \$ 100,000 Year 3 \$ 802,549 Year 13 \$ - \$ 100,000 Year 4 \$ 967,993 Year 14 \$ - \$ 100,000 Year 5 \$ 811,167 Year 15 \$ - \$ 1229,353 Year 16 \$ - \$ 1229,353 Year 17 \$ - \$ 1229,353 Year 17 \$ - \$ 1229,353 Year 18 \$ - \$ 123,45 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 Year 9 \$ 938,540 Year 19 \$ - \$ 100,000	Total Fixed Cost		\$ 3,6	07,416	\$ 360,742				\$600,000	
Total Finance/Lease Cost \$ - \$ - \$ \$ 400,000 Ops + Admin Overhead \$ 1,080,701 \$ 108,070 Total Cost: \$ 9,214,028 \$ 921,403 \$ 2,268 \$ 16.92 Annual Budget: Year 1 \$ 719,998 Year 11 \$ - \$ 200,000 Year 2 \$ 913,894 Year 12 \$ - \$ 100,000 Year 3 \$ 802,549 Year 13 \$ - \$ 100,000 Year 4 \$ 967,993 Year 14 \$ - \$ 100,000 Year 5 \$ 811,167 Year 15 \$ - \$ 1229,353 Year 16 \$ - \$ 1229,353 Year 17 \$ - \$ 1229,353 Year 17 \$ - \$ 1229,353 Year 18 \$ - \$ 123,45 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 Year 9 \$ 938,540 Year 19 \$ - \$ 100,000								L		│
Ops + Admin Overhead \$ 1,080,701 \$ 108,070 \$ \$300,000 \$300,000 \$ \$ \$300,000 \$	Residual Value		\$	-					\$500,000	
Ops + Admin Overhead \$ 1,080,701 \$ 108,070 \$ \$300,000 \$300,000 \$ \$ \$300,000 \$										
Ops + Admin Overhead \$ 1,080,701 \$ 108,070 \$ \$300,000 \$	Total Finance/Leas	e Cost	\$	•	<u> </u>	ļ		1	\$400,000	
Total Cost: \$ 9,214,028 \$ 921,403 \$ 2,268 \$ 16.92 Annual Budget: Year 1 \$ 719,998 Year 11 \$ - \$ 200,000 (No Depreciation) Year 2 \$ 913,894 Year 12 \$ - \$ \$ 100,000 Year 4 \$ 967,993 Year 14 \$ - \$ \$ 1,229,353 Year 16 \$ - \$ \$ 1,229,353 Year 17 \$ - \$ \$ 1,229,353 Year 18 \$ \$ 938,540 Year 19 \$ \$ - \$ \$ 938,540 Year 19 \$ - \$ \$ - \$ \$ 100,000	THE PROPERTY SHEET IS A TOP OF THE A SECURITION OF THE SECURITION					<u> </u>			, 00,000	1 • 1 / /
Total Cost: \$ 9,214,028 \$ 921,403 \$ 2,268 \$ 16.92 Annual Budget: Year 1 \$ 719,998 Year 11 \$ - (No Depreciation) Year 2 \$ 913,894 Year 12 \$ - Year 3 \$ 802,549 Year 13 \$ - Year 4 \$ 967,993 Year 14 \$ - Year 5 \$ 811,167 Year 15 \$ - Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -	Ops + Admin Overl	nead	\$ 1,0	80,701	\$ 108,070	<u></u>			6200.000	
Annual Budget: Year 1								ļ	\$300,000	
(No Depreciation)	Total Cost:					\$	2,268	\$ 16.92		
Year 3 \$ 802,549 Year 13 \$ - \$100,000 Year 4 \$ 967,993 Year 14 \$ - Year 5 \$ 811,167 Year 15 \$ - Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -	Annual Budget:	Year 1				\$	· · · · · · · · · · · · · · · · ·		\$200,000	
Year 4 \$ 967,993 Year 14 \$ - Year 5 \$ 811,167 Year 15 \$ - Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -	(No Depreciation)	Year 2	\$ 9	13,894	Year 12	\$	•	l		
Year 4 \$ 967,993 Year 14 \$ - Year 5 \$ 811,167 Year 15 \$ - Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -		Year 3			Year 13	\$		l	\$100,000	
Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -		Year 4		67,993	Year 14	\$		l		
Year 6 \$ 864,393 Year 16 \$ - Year 7 \$ 1,229,353 Year 17 \$ - Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -		Year 5	\$ 8		Year 15	\$	-	1	••	
Year 7 \$ 1,229,353 Year 17 \$ - 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -		Year 6	\$ 8	64,393	Year 16	\$	•		3 U 1	
Year 8 \$ 873,538 Year 18 \$ - Year 9 \$ 938,540 Year 19 \$ -		Year 7	\$ 1,2		Year 17	\$	•			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Year 9 \$ 938,540 Year 19 \$ -						\$			1	
			\$ 9	<u>_</u>		\$	-		1	
	·	Year 10				\$	•	†		

ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N117SR

Government

Make/Model:

Used BK

BK 117B2

Acquisition: Purchase

406.3 Hours/Year

(Page 2)

Make/Model: Used	BK	11782			AC	quisition:	Pur	cnase		406.3	по	urs/ rear										
Aircraft Value: \$ -			Res	idual Value:	\$	_																
Aircraft value.			ries	nddai vaide.	•	-																
Variable Cost Year	Г	1		2		3		4		5		6		7		8		9		10		Total
Fuel	\$	36,567	\$	37,481	\$	38,418	\$	39,379	\$	40,363	\$	41,372	\$	42,407	\$	43,467	\$	44,553	\$	45,667	\$	409,674
Fuel Additives	\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$	•	\$	•	\$	-	\$	
Maint Labor	\$	22,726	\$	23,294	\$	23,877	\$	24,473	\$	25,085	\$	25,712	\$	26,355	\$	27,014	\$	27,689	\$	28,382	\$	254,608
Parts	\$	85,490	\$	87,627	\$	89,818	\$	92,063	\$	94,365	\$	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106,765	\$	957,777
Inspections	\$	-	\$	15,252	\$	8,069	\$	41,870	\$	16,425	\$	8,825	\$	17,256	\$	17,688	\$	9,357	\$_	18,583	\$	153,324
Engine Restoral	\$		\$	154,058	\$	38,033	\$	150,765	\$		\$	40,957	\$	377,121	\$	-	\$	44,106	\$	174,841	\$	979,879
Engine Guaranteed Mx Plan	\$		\$	-	\$		\$		\$	•	\$	-	\$	-	\$	-	\$	-	\$		\$	<u> </u>
Avionics Guaranteed Mx Plan	\$	•	\$	-	\$		\$		\$	•	\$	-	\$	-	\$		\$		\$	-	\$	
Component Overhaul (All)	\$	64,147	\$	65,751	\$	67,394	\$	69,079	\$	70,806	\$	72,576	\$	74,391	\$	76,251	\$	78,157	\$	80,111	\$	718,663
Life Limited Components (All)	\$		\$	6,587	\$		\$		\$	-	\$	-	\$	- 1	\$	-	\$	7,830	\$	-	\$	14,416
Other Services	Ť																				\$	
Flight Hour Cost	\$	8,244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$.	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	\$		\$	-	\$	-	\$	-	\$		\$		\$		\$		\$	•	\$	•	\$	-
Landing/Parking Fees	\$	-	\$		\$	-	\$	-	\$		\$	-	\$	•	\$	•	\$	-	\$		\$	•
Crew Expenses	\$	84.368	\$	86,477	\$	88,639	\$	90,855	\$	93,127	\$	95,455	\$	97,841	\$	100,287	\$	102,794	\$	105,364	\$	945,209
Small Supplies	\$		\$		\$		\$	-	\$		\$		\$		\$	•	\$		55		\$	-
Спан Образов	Ť						Г										l					
Total Variable Cost	\$	301,542	\$	484,977	\$	362,909	\$	517,362	\$	349,271	\$	390,949	\$	744,073	\$	376,126	\$	428,693	\$	570,009	\$	4,525,911
			L		_																	
Fixed Cost Year	1	1		2		3		4		5		6		7		8		9		10		Total
Salaries	T				-				L		L						L					
Pilot/Flight Crew	\$	191,490	\$	196,277	\$	201,184	\$	206,214	\$	211,369	\$	216,653	\$		\$	227,621	\$	233,312	\$	239,145	\$	2,145,336
Maintenance Technicians	\$	59,324	\$	60,807	\$	62,327	\$	63,885	\$	65,483	\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,629
Other	\$	•	\$		\$	•	\$		\$		\$	-	\$		\$		\$	-	\$		\$	· ·
Benefits	\$	62,704	\$	64,271	\$	65,878	\$	67,525	\$	69,213	\$	70,943	\$	72,717	\$	74,535	\$	76,398	\$	78,308	\$	702,491
Hangar	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		\$	•	\$	-	\$		\$	· · · · ·
Insurance			T						L				L				L					
Huli	\$		\$	-	\$		\$	-	\$		\$		\$		\$	-	\$		\$	-	\$	<u> </u>
Liability	\$	7,225	\$	7,406	\$	7,591	\$	7,781	\$	7,975	\$	8,174	\$	8,379	\$	8,588	\$	8,803	\$	9,023	\$	80,944
Miscellaneous	T						<u> </u>				L		L		_		L		L		<u>.</u>	
Training Pilot/Maint	\$	•	\$		43	-	\$		\$		\$		\$		\$	-	\$		\$		\$	
Management Fee	\$	-	\$	-	\$		\$	-	\$	•	\$	•	×		\$	<u> </u>	\$		\$	•	\$	<u> </u>
Brokerage Fee	\$		\$	-	\$		\$	-	\$		\$	-			\$		\$	-	\$		\$	<u>:</u>
New Int/Paint/Avionics	\$		\$	-	\$		\$	•	\$		\$	-	\$		\$	-	\$		\$	-	\$.
Modernization	\$	-	\$	-	\$		\$	•	\$		\$		\$		\$		\$		\$		\$	
Nav/Weather Services	\$	851	\$	872	\$			916	\$	939	\$	963	\$		\$	1,012	\$	1,037	\$	1,063	\$	9,534
Comp Maint Service	\$	-	\$	<u> </u>	\$		\$		\$		\$	•	\$		\$		\$		\$		\$	
Refurbishing	\$		\$		\$		\$	<u> </u>	\$		\$		\$		\$		\$		\$		\$	
Other	\$	400	\$	410	\$	420	\$	431	\$	442	\$	453	\$	464	\$	475	\$	487	\$	500	\$	4,481
	_		<u> </u>		L		_		L.		L.		Ļ		ļ_		ļ_		-		_	0.007.440
Total Fixed Cost	t \$	321,994	\$	330,043	\$	338,294	\$	346,752	\$	355,421	\$	364,306	\$	373,414	\$	382,749	\$	392,318	\$	402,126	\$	3,607,416
					_				1 2		T =		1 6				1 *		T#-		•	
Finance/Lease Cost	\$		\$	<u>.</u>	\$		\$	<u>:</u>	\$	<u> </u>	\$	-	\$		\$	•	\$	-	\$	-	\$	
Aircraft Cash Payment/Resale	\$			-	\$		\$		\$		\$	-	\$		\$		\$		\$	-		
Final Payment/Loan Payoff	\$		\$	<u>.</u>	\$		\$		\$		\$		\$		\$	74 475	\$	70.054	\$		\$	670 925
Operations Overhead	\$	59,877		61,374	\$		\$	64,481	\$	66,093	\$	67,745	\$		\$	71,175	\$	72,954	\$	74,778	\$	670,825 409,876
Administrative Overhead (G&A)	\$	36,585	\$	37,500	\$	38,437	\$	39,398	\$	40,383	\$	41,393	\$	42,427	\$	43,488	\$	44,575	\$	45,690	13	409,876
	+-		-	040.00:		000 545	-	007.000	-	011.107	-	004.000		1 000 050		070 500	\$	938,540	4	1,092,602	•	9,214,027
Total Annual Cost	: \$	719,998	\$	913,894	5	802,549	\$	967,993	\$	811,167	13	804,393	<u>13</u>	1,229,353	3	873,538	l D	930,540		1,092,002	70	0,214,021

Maintenance Cost Data	BK 117B2	Database Date:
Labor Miller	18 - 45	

Labor MH/FH	L	Parts \$/FH		
_ Airframe:	1.04 M	IH/FH Airframe:	\$ 72.71	/FH
Engine:	0.40	Engine:	\$ 15.00	
Avionics:	0.30	Avionics:	\$ 20.00	

Guaranteed Mainte	nance Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections				nspection Cost	Inspection Cycl	Frequency		
		Name:	T	otal (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1	100 Hour	\$	120		100	· · · · · · · · · · · · · · · · · · ·	
	2	600 Hour	\$	7,200		600		
	3	12 Month	\$	7,200				1
	4	6000 Hour Extended	\$	24,000		6000		
	5							
	6		1					
	7		T			*		
	8		Г					
	9		1	*** ***				
1	10		1					
· · · · · · · · · · · · · · · · · · ·	11		ì					
1	12		1					
One Time	1							
	2	THE STATE OF THE S	1					

Component Overhaul		0	Overhaul Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$	131,172		5000		1
2	T/R Gearbox	\$	4,544		3600	† ·····	
	Int Gearbox	\$	5,335		3600		
4	SPAS Actuator	\$	7,660		3600	***************************************	
5							
6							
7							
8				1 4 MIN 1/2 11 - 14 MIN 1 - 1 - 1 - 1			
9							
10							
11							
12		-					
13							·
14							
15							
17		. .					
18		- · ļ. · · ·					
19					141		
20							

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$ 120		4500		
2	Inner Sleeve (4)	\$ 64,486	1	10200		
3	Laminated Pile Assy	\$ 5,833			11700	
4	Fitted Bolts (2)	\$ 593			11700	
	Shaft T/R Drive	\$ 4,324		11200		
6	Screw	\$ 11		4800		
7	Bearing Block	\$ 11 \$ 1,623 \$ 526		14000		
8	Fitted Bolt	\$ 526		16800	1	
9	Hex Bolt			4500		
10	Transmission Case	\$ 43 \$ 177,543	i	12000		
11	Support Assy	\$ 5,712		12000	1	1
12	Fitting Assy	\$ 1,866		12000		
13	Fitting	\$ 571		12000		
14	Stay Assy (5)	\$ 13,125		12000		
15	Mount Assy (2)	\$ 35,345		12000	Ī	
16	Lug (3)	\$ 1,499		12000		
17	Rod Assy	\$ 1,916		12000		
18	Shaft	\$ 4,321		11200		
19	Bevel Gear Shaft	\$ 7,880		10800	İ	
20	Bevel Gear 1	\$ 5,514		10800		
21	Bevel Gear Shaft	\$ 5,514 \$ 6,512 \$ 4,649 \$ 14,515		13200		1
22	Bevel Gear 2	\$ 4,649		13200		
	Bevel Gear 3	\$ 14,515		18500		
24						
25						
26		-				
25 26 27						
28						· · · · ·
29						
30			************			
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Engine Restoral/Heav	y Maintenance		Total Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1	H.S.I.	\$	70,000		1200		
2	Overhaul	\$	85,000	1	2400		
3	Accessories	\$	19,895	1	2400		
4							
5				T			
Replacement 1	Solid Rivet PT Rotor	\$	57,700	1	12000	11000	
2	GP Rotor Disc	\$	18,100	1	5000	6300	
3	GP Rotor Spacer	\$	5,550		15000	25000	
4	GP Rotor Sealing Plate	\$	9,750	I	15000	25000	
5	Titanium Impeller	\$	34,800		15000	25000	
6	Axial Compressor	\$	18,300	I	15000	25000	
7	Compressor Shaft	\$	6,750	1	15000	25000	
8							
9							
10							

Maintenance Cost Data

BK 117B2

Database Date:

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			•
			·

Cost Of Ownership Analysis

For:

DOE SRS N117SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

BK 117 Future Fleet GOGO (Labor benefits at 30%)

Ops. O/H at staffing with 30% benefits and G&A at 12% of

ANNUAL COST	SUMMARY	7				Version	ı 4.0 Software (opyrig	ht 2000		Annual Operating Cost Budget
DOE SRS N117SR		Туре	of Operation:	Governme	nt					\$1,400,000	
Make/Model:	Used	BK 11	7B2	Date:		9	-Jun-00			\$1,200,000	<u> </u>
Program Length:	10	Years		Acquisition	:	Purc	hase			\$1,000,000	
						<u> </u>	-	,		\$800,000	
Program Data: Hrs/Year	406.3	ļ		Acquisitio Purchas		Sale:	1,170,000			****	
AND ADMINISTRAL PROPERTY OF THE ADMINISTRAT PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRATION OF THE ADMINISTRAL PROPERTY OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRATION OF THE ADMINISTRAL PR					les Tax:	\$	1,170,000			\$600,000	
Cycles/Hour	4.57	0/			Tooling			-			
Residual Value		%								\$400,000	The state of the s
MX Labor Rate	\$ 58.00			Initial Tr		\$		į ·			
Fuel Cost	\$ 1.50	/GAL		Trade-in	Otner:	\$	1,170,000	ļ		\$200,000	
Airframe Status:				TOTAL		Φ.	1,170,000	ł			
Annual Annual Control of the Control	4000			Lease/Fina			 	i		\$0	·
Total Hours	4663						s:	1			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Years	14			Finance C			. .				
Total Cycles	19963			Final Pay		\$					Year
				Lease Co	sv year	\$	· · · · · · · · · · · · · · · · · · ·	ļ			
Ave Inflation:	2.50%	/Year	.,					ļ			
	<u></u>			Insured Va		\$		-	A (OA BELL-		
Life Cycle Cost To	tal:	_ Proc	gram Total	Cost/	Year		ost/Hour	COS	st/St Mile		A
T-4-1 A	Colon Tay							ļ			Annual Maintenance Cost
Total Acquisition +	Sales I ax	\$		ļ				ł			
Total Direct Cost		\$	4,536,095	\$	453,610	\$	1,116	\$	8.33	\$700,000	
Total Fixed Cost		\$	3,747,914	\$	374,791				•••	\$600,000	
Residual Value		\$						ļ		\$500,000	
Total Finance/Leas	e Cost	\$	-	\$	-			ļ		\$400,000	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Ops + Admin Overh	nead	\$	1,232,551	\$	123,255					\$300,000	
Total Cost:		\$	9,516,561	\$	951,657	\$	2,342	\$	17.48		
Annual Budget:	Year 1	\$	747,001	Year 11		\$	•			\$200,000	
(No Depreciation)	Year 2	\$	941,573			\$	•				*
	Year 3	\$		Year 13		\$	•			\$100,000	
	Year 4	\$		Year 14		\$				\$100,000	
	Year 5	\$		Year 15		\$	-	1			
	Year 6	\$	894,945	Year 16		\$		†		\$0	▎▗▗▗▗▗▄▄▄▄▗▗▗▗▗▗ ▗
	Year 7	\$	1,260,669			\$		1			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$	905,637	Year 18		\$	- · · · · · · · · · · · · · · · · · · ·	1			
	Year 9	\$		Year 19		\$:			
	Year 10	\$	1,126,326			\$		1			
	real IU	Ψ	1,120,020	1 6a1 20		Ψ					the same of the sa

ANNUAL COST

(Page 1)

9-Jun-00

(Page 2)

DOE SRS N117SR

Government

Make/Model:

Used BK 117B2 Acquisition: Purchase

406.3 Hours/Year

Aircraft Value: \$ -			Res	sidual Value:	\$	-																
Variable Cost Year	Π	1	1	2		3		4	T	5	Γ.	6	1	7	_	8	г	9		10		Total
Fuel	\$	36,567	\$	37,481	\$	38,418	\$	39.379	\$	40,363	\$	41,372	\$	42,407	\$	43,467	\$	44,553	\$	45,667	\$	409,674
Fuel Additives	\$		\$		\$	•	\$	•	\$		\$		\$,	\$	- 10,101	\$	44,000	\$	40,007	\$	403,074
Maint Labor	\$	23,635	\$	24,226	\$	24,832	\$	25,452	\$		s	26,741	\$	27,409	\$	28,095	\$	28,797	\$	29,517		264,792
Parts	\$	85,490	\$	87,627	\$	89.818	\$	92.063	\$		\$	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106.765	\$	957,777
Inspections	\$		\$	15,252	\$	8,069	\$	41,870	\$		\$	8.825	\$	17,256	\$	17,688	\$	9,357	\$	18,583	\$	153,324
Engine Restoral	\$	-	\$	154,058	\$	38,033	\$	150.765	\$		\$	40,957	\$	377,121	\$	- 17,000	\$	44,106	\$	174,841	\$	979,879
Engine Guaranteed Mx Plan	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	077,121	\$		\$		\$	174,041	\$	313,013
Avionics Guaranteed Mx Plan	\$	-	\$		\$	-	\$	-	1 \$	-	\$	-	\$		\$		\$		\$		\$	
Component Overhaul (All)	\$	64,147	\$	65,751	\$	67,394	\$	69,079	\$	70,806	\$	72.576	\$	74,391	\$	76.251	\$	78,157	\$	80,111	\$	718,663
Life Limited Components (All)	\$	•	\$	6,587	\$	-	\$		\$	•	\$	•	\$,	\$		\$	7.830	\$	- 00,111	\$	14,416
Other Services			1						Ť				-		 -		Ť	7,000	_		\$	-
Flight Hour Cost	\$	8,244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	\$	•	\$	-	\$	•	\$	•	\$		\$		\$,	\$		\$		\$	10,200	\$	
Landing/Parking Fees	\$	-	\$		\$	•	\$	-	\$		\$	-	\$		\$		\$		\$		\$	
Crew Expenses	\$	84,368	\$	86,477	\$	88,639	\$	90,855	\$		\$	95,455	\$	97.841	\$	100.287	\$	102,794	\$	105,364	\$	945,209
Small Supplies	\$	•	\$		\$	-	\$	•	\$		\$		\$	37,041	\$	100,207	\$	102,734	\$	100,304	\$	340,208
1.			<u> </u>				Ť		1		Ť		۳-		•		۳		•		-	
Total Variable Cost	s	302,451	\$	485,909	S	363.864	S	518,341	\$	350,274	\$	391,978	\$	745,127	\$	377,207	\$	429.800	\$	571.144	\$	4,536,095
			-	.50,550		999,004	-	010,041	1 .	000,214	Ψ.	001,070	ĮΨ	740,127	Ψ	377,207	9_	429,000		371,144	3	4,530,095
Fixed Cost Year	T	1		2		3	T	4	1	5		6		7		8		9		10		Total
Salaries		· · · · · · · · · · · · · · · · · · ·	_				┢╌		┢		_	<u> </u>			-	· -		9		10		Iolai
Pilot/Flight Crew	\$	191,490	\$	196,277	\$	201.184	\$	206,214	\$	211,369	\$	216,653	\$	222,070	\$	227,621	\$	233,312	•	239,145	•	2 145 226
Maintenance Technicians	\$	59,324	\$	60,807	\$		\$	63,885	\$	65,483	\$	67,120	\$	68,798		70.518	\$		<u>\$</u>	74.088	\$ \$	2,145,336 664.629
Other	\$		\$	30,007	\$	02,027	\$		s	00,400	\$	07,120	\$		\$	70,516	\$	12,201	\$	74,000		004,029
Benefits	\$	75,244	\$	77,125	\$	79,053	\$	81,030	\$	83,056	\$	85,132	\$		\$	89,442	\$	91,678	\$	93,970	\$	040.000
Hangar	\$	70,244	s	77,120	\$	70,000	\$	01,000	\$		\$	05,132	\$	07,200	\$	09,442	\$	91,076	\$	93,970	\$	842,989
Insurance	۳		<u> </u>		<u> </u>		۳		۳		J.		J				Ф		4		3	
Hull	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Liability	\$	7.225	\$	7,406	Š	7,591	\$	7.781	\$	7,975	\$	8,174	\$		\$	8.588	\$	8,803	\$	9.023	\$	80.944
Miscellaneous	Ť	7,220		7,400	<u> </u>	7,551	۳	7,701	-	1,813		0,174	9	0,379	3	0,300	J.	0,003	3	9,023	3	80,944
Training Pilot/Maint	\$	-	\$		\$		\$	-	\$	-	\$		\$		\$		\$		\$		\$	
Management Fee	\$		\$		\$		\$		\$	-	\$		\$		\$		\$		\$		\$	-
Brokerage Fee	\$		\$		\$		\$		\$	<u> </u>	\$		\$		\$		\$		\$		\$	
New Int/Paint/Avionics	\$		\$		\$		\$		\$		\$		\$		\$	 1	\$		\$		\$	
Modernization	\$		\$		\$		\$		\$		\$		\$		\$		\$	•	\$		\$	
Nav/Weather Services	\$	851	\$		Š	894	\$	916	\$	939	\$	963	\$		\$	1.012	\$	1.037	\$	1.063	\$	9.534
Comp Maint Service	\$		Š		\$	- 034	\$	910	\$	303	\$	303	\$		\$	1,012	\$	1,037	\$		\$	9,534
Refurbishing	\$		\$		\$		\$		\$		\$		\$		\$		\$				<u> </u>	
Other	Š		Š		\$	420	\$	431	\$	442	\$	453	\$		\$	475	\$	407	\$		\$	
Other		400	•	410	Ψ_	420	3	431	3	442	<u> </u>	453	3	464	3	4/5	3	487	\$	500	\$	4,481
Total Fixed Cost	\$	334,534	\$	342,898	\$	351,470	\$	360,257	\$	369,263	\$	378,495	\$	387,957	\$	397,656	\$	407,597	\$	417,787	\$	3,747,914
					_																	
Finance/Lease Cost	\$		\$		\$		\$	•	\$		\$		\$		\$		\$	-	\$	-	\$	-
Aircraft Cash Payment/Resale	\$		\$		\$		\$	-	\$	-	\$		\$		\$		\$		\$	-	\$	-
Final Payment/Loan Payoff	\$		\$		\$		\$		\$		\$	-	\$		\$	-	\$		\$	- 1	\$	-
Operations Overhead	\$		\$		\$		\$		\$		\$		\$		\$	73,534	\$	75,373	\$	77,257	\$	693,064
Administrative Overhead (G&A)	\$	48,154	\$	49,358	\$	50,592	\$	51,857	\$	53,153	\$	54,482	\$	55,844	\$	57,240	\$		\$_		\$	539,488
Total Annual Cost	\$	747,001	\$	941,573	\$ 1	830.920	\$	997,073	\$	840,974	\$	894,945	\$ 1	260 669	\$	905 637	¢	971,442	¢ i	126 226	œ.	0 516 560
	-	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*	341,010	* '	220,020	Ψ	237,073	Ψ	040,374	<u> </u>	034,540	ψI	,200,009	9	305,037	ð.	9/1,442	3 1	,120,326	\$	9,516,560

Ma	inter	nance	Cost	Data
SAICS	,,,,,,	ıaııçc	OUSL	Date

BK 117B2

Database Date:

Labor MH/FH		Parts \$/FH		
Airframe:	1.04 MH/FH	Airframe:	\$ 72.71	/FH
Engine:	0.40	Engine:	\$ 15.00	
Avionics:	0.30	Avionics:	\$ 20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycl	Frequency		
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring	1 100 Hour	\$ 120		100		
	2 600 Hour	\$ 7,200		600		
	3 12 Month	\$ 7,200				1
	4 6000 Hour Extended	\$ 24,000		6000		
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One Time	1	l				
One Time	0					
	4		1			!

	Overhaul Cost	Prem Removals	Frequency		
Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
M/R Gearbox	\$ 131,172	1	5000		
T/R Gearbox	\$ 4,544		3600		
Int Gearbox			3600		
SPAS Actuator	\$ 7,660		3600		
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	f				
	Name: M/R Gearbox T/R Gearbox Int Gearbox	Name: (Current \$) M/R Gearbox \$ 131,172 T/R Gearbox \$ 4,544 Int Gearbox \$ 5,335	Name: (Current \$) /1000 HR M/R Gearbox \$ 131,172 T/R Gearbox \$ 4,544 Int Gearbox \$ 5,335	Name: (Current \$) /1000 HR Hours M/R Gearbox \$ 131,172 5000 T/R Gearbox \$ 4,544 3600 Int Gearbox \$ 5,335 3600	Name: (Current \$) /1000 HR Hours Cycles M/R Gearbox \$ 131,172 5000 5000 T/R Gearbox \$ 4,544 3600 3600 Int Gearbox \$ 5,335 3600 3600

Life Limited Parts			Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
	Hex Bolt (2)	\$	120		4500		
	Inner Sleeve (4)	\$	64,486		10200		
	Laminated Pile Assy	\$	5,833	1		11700	
	Fitted Bolts (2)	\$	593			11700	
	Shaft T/R Drive	\$	4,324		11200		
	Screw	\$	11		4800		
	Bearing Block	\$	1,623		14000		
	Fitted Bolt	\$	526		16800		
	Hex Bolt	\$	43		4500		
10	Transmission Case	\$	177,543		12000		
	Support Assy	\$	5,712		12000		
12	Fitting Assy	\$	1,866		12000		_
	Fitting	\$	571		12000		
	Stay Assy (5)	\$	13,125		12000		
	Mount Assy (2)	\$	35,345	l	12000		
	Lug (3)	\$	1,499	i	12000		
	Rod Assy	\$	1,916		12000	l	
	Shaft	\$	4,321		11200		
	Bevel Gear Shaft	\$	7,880		10800		
	Bevel Gear 1	\$	5,514		10800		
	Bevel Gear Shaft	\$	6,512		13200		
	Bevel Gear 2	\$	4,649		13200		
23	Bevel Gear 3	\$	14,515		18500		
24							
25 26 27	5			l			
26	<u> </u>						
28	3					1	
29)						
30)	L					

Engine Restoral/He	avy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1 H.S.I.	\$ 70,000		1200		
	2 Overhaul	\$ 85,000		2400		
	3 Accessories	\$ 19,895	I	2400		
	4					
The state of the s	5					
Replacement	1 Solid Rivet PT Rotor	\$ 57,700		12000	11000	
	2 GP Rotor Disc	\$ 18,100		5000	6300	
	3 GP Rotor Spacer	\$ 5,550		15000	25000	
	4 GP Rotor Sealing Plate	\$ 9,750		15000	25000	
	5 Titanium Impeller	\$ 34,800		15000	25000	
	6 Axial Compressor	\$ 18,300	[15000	25000	
	7 Compressor Shaft	\$ 6,750		15000	25000	
	8					
	9		i			
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Maintenance Cost Data

BK 117B2

Database Date:

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Cost Of Ownership Analysis

For:

DOE SRS N116SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

BK 117 Present Fleet - Costs Normalized

ANNUAL COST	SUMMARY	7		Version 4.0 Software (opyright 2000		Annual Operating Cost Budget
DOE SRS N116SR	1	Type of Operation	: Government			\$1,800,000	
Make/Model:	Used	BK 117B2	Date:	9-Jun-00		\$1,600,000	<u></u>
Program Length:	10	Years	Acquisition:	Purchase		\$1,400,000 \$1,200,000	
Program Data:			Acquisition Cost +	- Sales Tax:	ì	\$1,000,000	
Hrs/Year	406.3		Purchase Price	\$ 1,030,000		\$800,000	
Cycles/Hour	4.57		State Sales Tax:				
Residual Value	95	%	Spares + Tooling			\$600,000	
MX Labor Rate		/MH	Initial Training:	\$ -		\$400,000	
Fuel Cost		/GAL	Trade-in/Other:	\$ -		φ+00,000	The state of the s
	1 - 0.00	LT T	Total	\$ - \$ 1,030,000	4 week a c	\$200,000	
Airframe Status:	 			1		••	
Total Hours	5926		Lease/Finance Pay	vments:	i	\$0	<u> </u>
Total Years	16	Anna was a series of the serie	Finance Cost/Yea		1	1	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	27105		Final Payment	\$ -	ļ		Year
	2, 100		Lease Cost/Year	\$ -			ı v ai
Ave Inflation:	2.50%	/Year		T	İ		and the state of t
			Insured Value:	\$ -			
Life Cycle Cost To	otal:	Program Total	Cost/Year	Cost/Hour	Cost/St Mile	1	
Total Acquisition +	Sales Tay						Annual Maintenance Cost
Total Adjustion +	Caics rux					ļ	
Total Direct Cost		\$ 4,423,406	\$ 442,341	\$ 1,089	\$ 8.13	\$800,000	
Total Fixed Cost	-	\$ 4,075,556	\$ 407,556		İ	\$700,000	•
Residual Value		\$				\$600,000	•
Total Finance/Leas	e Cost	\$ -	\$ -			\$500,000	
Ops + Admin Over	head	\$ 3,789,667	\$ 378,967			\$400,000	
Total Cost:		\$ 12,288,629	9 \$ 1,228,863	\$ 3,025	\$ 22.57	\$300,000	
Annual Budget:	Year 1	\$ 991,76		\$ 3,023	Ψ ΕΕ.ΟΙ	 	
(No Depreciation)	Year 2	\$ 1,031,81		\$ -		\$200,000	
(140 Debieciarion)	Year 3	\$ 1,088,074		\$		† 1	
	Year 4	\$ 1,434,24		\$ -	 	\$100,000	
	Year 5	\$ 1,118,24		\$ -	·	1	
	Year 6	\$ 1,171,737		\$ -		\$0 L	
	Year 7	\$ 1,329,757		\$ -	ļ		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
m	Year 8	\$ 1,329,75		\$ -	t	1	
	Year 8 Year 9	\$ 1,196,778		\$ -	ļ	1	
	Year 10		Year 20	\$ -		1	
	Tear IU	φ 1,700,50a	t teal 20	Ψ -	Ļ	J	the same of the sa

ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N116SR

Government

Used **BK 117B2**

Acquisition: Purchase

406.3 Hours/Year

(Page 2)

Make/Model:
Aircraft Value:

Residual Value: \$

Variable Cost Year Fuel Fuel Additives Maint Labor Parts Inspections Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All) Life Limited Components (All)	\$ \$ \$ \$ \$ \$	1 21,717 - \$25,755 \$85,490 - - - - 64,147	\$ \$ 26 \$ 87	264 - 399 627 252	\$ \$ \$ \$	3 22,820 - 27,059 89,818 8,069	\$ \$ \$	4 23,391 - 27,735 92,063	\$	5 23,976	\$	6 24,575	\$	7 25,189	\$	8 25,819	\$	9 26,465	\$	10 27,126	\$	Total 243,343
Fuel Additives Maint Labor Parts Inspections Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$ \$ \$	- \$25,755 \$85,490 - - - - - - - 64,147	\$ 26 \$ 87 \$ 15 \$	399 627 252	\$ \$ \$	27,059 89,818 8,069	\$ \$	27,735	\$	23,976		24,575		25,189		25,819		26,465	\$	27 126	\$	242 242
Maint Labor Parts Inspections Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$ \$	\$85,490 - - - - - 64,147	\$ 26 \$ 87 \$ 15 \$	627 252 -	\$ \$	89,818 8,069	\$				•									21,120		240,040
Parts Inspections Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$ \$	\$85,490 - - - - - 64,147	\$ 87 \$ 15 \$	627 252 -	\$	89,818 8,069	\$				Ψ	-	\$!	\$	-	\$		\$	-	\$	
Inspections Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$ \$	64,147	\$ 15 \$ \$	252 -	\$	8,069		02.062	\$	28,429	\$	29,139	\$	29,868	\$	30,615	\$	31,380	\$	32,164	\$	288,543
Engine Restoral Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$ \$	64,147	\$ \$	-				32,000	\$	94,365	\$	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106,765	\$	957,777
Engine Guaranteed Mx Plan Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$ \$	- - 64,147	\$		\$		\$	16,024	\$	16,425	\$	8,689	\$	17,256	\$	17,688	\$	9,357	\$	18,583	\$	127,343
Avionics Guaranteed Mx Plan Component Overhaul (All)	\$ \$	64,147				38,033	\$	350,194	\$	-	\$	40,957	\$	162,357	\$	•	\$	-	\$	451,327	\$	1,042,867
Component Overhaul (All)	\$		¢		\$		\$	-	\$		\$	•	\$		\$		\$		\$	-	\$	
	\$		Φ		\$		\$		\$		\$		\$		\$		\$		\$		\$	-
Life Limited Components (All)			\$ 65	751	\$	67,394	\$	69,079	\$	70,806	\$	72,576	\$	74,391	\$	76,251	\$	78,157	\$	80,111	\$	718,663
		•	\$		\$		\$		\$	7,093	\$	•	\$	-	\$	194	\$	-	\$	14	\$	7,301
Other Services																					\$	
Flight Hour Cost	\$	8,244	\$ 8	450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	\$		\$	-	\$		\$		\$		\$	•	\$	-	\$	-	\$	-	\$		\$	
Landing/Parking Fees	\$	-	\$	-	\$		\$		\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Crew Expenses	\$	84,368	\$ 86	477	\$	88,639	\$	90,855	\$	93,127	\$	95,455	\$	97,841	\$	100,287	\$	102,794	\$	105,364	\$	945,209
Small Supplies	\$	-	\$	•	\$		\$	-	\$		\$		\$	-	\$	-	\$	•	\$		\$	• .
					<u> </u>		_		ļ.,		L.,		Ļ									
Total Variable Cost	\$	289,721	\$ 312	220	\$	350,494	\$	678,220	\$	343,320	\$	377,443	\$	515,605	\$	362,274	\$	362,359	\$	831,750	\$	4,423,406
Fixed Cost Year		1 1	2		_	3	ļ	4	1	5	_	6	_	7		8		9		10		Total
Salaries					1		-		-		\vdash						_		_			
Pilot/Flight Crew	ŝ	191,490	\$ 196	277	\$	201.184	\$	206,214	\$	211,369	\$	216,653	\$	222,070	\$	227,621	\$	233,312	\$	239,145	\$	2.145.336
Maintenance Technicians	\$	59,324		807	\$	62,327	\$	63.885	\$	65,483	\$		\$	68,798	\$		Š		\$		\$	664.629
Other	\$	35,324	\$	100	\$	02,021	\$	00,000	\$	00,400	\$	- 07,120	\$	- 00,750	\$	70,010	\$	72,201	\$	14,000	\$	- 00 1,020
Benefits		104,489	\$ 107	101	\$	109,779	\$	112,523	\$	115,336	\$	118,220	\$	121,175	\$	124,205	\$	127,310	\$	130,493		1,170,631
Hangar	\$	104,469	\$ 107		S	109,779	\$	112,323	\$	110,000	\$	110,220	\$	121,173	\$	124,200		127,010	\$	100,400	\$	1,170,001
	Ψ		<u> </u>		9		-	· · · ·	۳		۳		Ψ.		Ψ_						<u> </u>	
Insurance Hull	\$		\$	-	\$		\$		\$		\$		Š		\$		\$		\$		\$	
Liability	\$	7.225		406	\$	7.591	\$	7,781	\$	7.975	\$	8,174	\$	8,379	\$	8,588	\$	8,803	\$	9,023	\$	80,944
	J.	1,223	3 /	400	-3-	7,381	-	7,701	-	7,813	۳	0,174	4	0,373	Ψ.	0,500	Ψ	0,000		3,020	<u> </u>	00,544
Miscellaneous Training Pilot/Maint	\$		\$		\$		\$		s		\$		\$		\$	_	\$		\$		\$	
	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Management Fee Brokerage Fee	\$		\$	-	\$		\$		\$		\$:	\$		\$		\$		\$		\$	
New Int/Paint/Avionics	\$		\$	-	\$		\$		\$		\$		\$		\$		\$		\$		\$	
Modernization	\$		\$	 -	\$		\$		\$		\$		\$		\$		Š	-	\$		Š	
NavWeather Services	\$	851	\$	872	\$	894	\$	916	ŝ	939	\$	963	\$	987	\$		\$	1.037	\$	1.063	\$	9,534
Comp Maint Services	\$	- 651	\$		\$	034	\$	- 310	Š	303	ŝ	- 300	\$		\$	- 1,012	\$	1,007	\$	1,000	\$	
Refurbishing	\$		\$		\$		\$		\$		\$		\$		\$		\$		\$		\$	
Other	\$	400	\$	410	\$	420	\$	431	ŝ	442	\$	453	S	464	\$	475	\$	487	\$	500	\$	4,481
Citio			<u> </u>		Ť		Ť	,,,,	- <u>-</u> -		Ť		Ť		•							
Total Fixed Cost	\$	363,779	\$ 372	874	\$	382,195	\$	391,750	\$	401,544	\$	411,583	\$	421,872	\$	432,419	\$	443,230	\$	454,310	\$	4,075,556
Finance/Lease Cost	\$	- 1	\$		\$		5		\$		Ś		\$		\$		\$		\$		\$	
	\$		\$	·	\$		\$:	\$	- :	\$		\$		\$		\$:	\$		\$	
<u> </u>	\$		\$		S		\$		\$		-		Š		\$		\$		\$		\$	
Final Payment/Loan Payoff Operations Overhead	\$	66,488		150	\$	69,854	\$	71,600	\$	73,390	\$	75,225	\$	77,106	\$	79,033	\$	81,009	\$	83,034	\$	744,890
Administrative Overhead (G&A)		271,773	\$ 278		\$	285,532	\$	292,670	\$	299,987	\$		\$	315,173	\$		\$	331,129	\$	339,407		3.044,777
Administrative Overnead (GaA)	3	211,113	y 2/8	307	3	200,032	•	292,010	3	255,507	3	307,466	<u></u>	313,173	₽_	323,003		331,129	J	555,407	J	9,044,177
Total Annual Cost	\$	991,761	\$ 1,031	811	\$	1,088,074	\$	1,434,241	\$	1,118,241	\$	1,171,737	\$	1,329,757	\$ 1	1,196,779	\$ 1	1.217,727	\$ 1	,708,502	\$ 1	2,288,629

Maintenance	Cost	Data
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BK 117B2

Database Date:

Labor MH/FH		Parts \$/FH		
Airframe:	1.04 MH/FH	Airframe: \$	72.71	/FH
Engine:	0.40	Engine: \$	15.00	
Avionics:	0.30	Avionics: \$	20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections	Т				Ins	pecti	on Cos	t Ins	pection	Cycl	Fre	quency				
		N	ame:		Tot	al (Cu	urrent S	5)	Start (H	rs)		lours	C	vcles	Y	ears
Recurring	1	100 Hour			\$		12					100			1	
	2	600 Hour			\$		7,20	o				600				
	3	12 Month			\$		7,20	0								1
	4	6000 Hour	Extend	ded	\$		24,00	0			(3000		******		
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	6												1			
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One Time	1							J.					I			
	2															

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$ 131,172		5000		
2	T/R Gearbox	\$ 4,544		3600	Print 1 (Buchus Addams of the control of the contro	
	Int Gearbox	\$ 5,335		3600		
	SPAS Actuator	\$ 7,660	1	3600		
5		1				
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20		***************************************				

Life Limited Parts			Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$	120		4500		
2	Inner Sleeve (4)	\$	64,486		10200	Ī]
3	Laminated Pile Assy	\$	5,833			11700	
4	Fitted Bolts (2)	\$	593			11700	
5	Shaft T/R Drive	\$	4,324		11200		
6	Screw	\$	11	"	4800		
7	Bearing Block	\$	1,623		14000		
8	Fitted Bolt	\$	526		16800		
9	Hex Bolt	\$	43		4500		
10	Transmission Case	\$	177,543		12000		
11	Support Assy	\$	5,712		12000		
12	Fitting Assy	\$	1,866		12000		
	Fitting	\$	571]	12000		
14	Stay Assy (5)	\$	13,125		12000		
	Mount Assy (2)	\$	35,345		12000		
16	Lug (3)	\$	1,499		12000		
17	Rod Assy	\$	1,916		12000		
18	Shaft	\$	4,321		11200		
19	Bevel Gear Shaft	\$	7,880		10800		
20	Bevel Gear 1	\$	5,514		10800		
21	Bevel Gear Shaft	\$ \$ \$	6,512		13200		
22	Bevel Gear 2	\$	4,649		13200		
23	Bevel Gear 3	\$	14,515		18500		
24		İ					
25		İ		Į ´		1	1
26							1
27							
28				1			
29		· · ·					
30		1				İ	
	1						

Engine Restoral/Heav	y Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1	H.S.I.	\$ 70,000	1	1200		
2	Overhaul	\$ 85,000		2400		
3	Accessories	\$ 19,895		2400		
4						
5						
Replacement 1	Solid Rivet PT Rotor	\$ 57,700		12000	11000	
2	GP Rotor Disc	\$ 18,100		5000	6300	
3	GP Rotor Spacer	\$ 5,550		15000	25000	
4	GP Rotor Sealing Plate	\$ 9,750		15000	25000	
5	Titanium Impeller	\$ 34,800		15000	25000	
6	Axial Compressor	\$ 18,300		15000	25000	
7	Compressor Shaft	\$ 6,750		15000	25000	
8.	· ····					
9						
10						

Maintenance Cost Data

BK 117B2

Database Date:

		·					

Cost Of Ownership Analysis

For:

DOE SRS N116SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

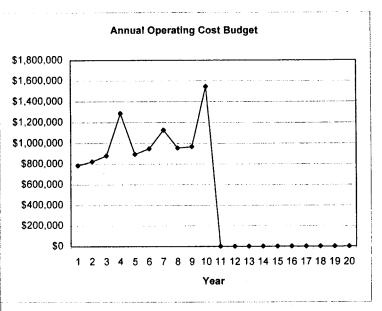
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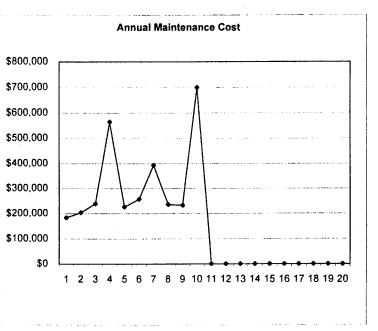
Notes:

BK 117 Present Fleet Should Cost

Ops. O/H at 10% and G&A at 10%

ANNUAL COST	SUMMARY	(Version 4.0 Software Copyright 2000
DOE SRS N116SR		Type of Operation:	Government	
Make/Model:	Used	BK 117B2	Date:	9-Jun-00
Program Length:	10	Years	Acquisition:	Purchase
Program Data:			Acquisition Cost +	Sales Tax:
Hrs/Year	406.3		Purchase Price	\$ 1,030,000
Cycles/Hour	4.57		State Sales Tax:	all language of the contract o
Residual Value	95	0/_	Spares + Tooling	
MX Labor Rate	\$ 58.00	Andrews Comments	Initial Training:	\$
Fuel Cost		/GAL	Trade-in/Other:	\$ -
ruei Cost	φ 0.65	MAL	Total	\$ 1,030,000
Al-deana Chabra			10tai	\$ 1,030,000
Airframe Status:	5926		Lease/Finance Pay	manta
Total Hours		the commence of the contract o		
Total Years	16	A CALLED COMMAND CO. MINISTRUMENTS CO.	Finance Cost/Yea	· · · · · · · · · · · · · · · · · · ·
Total Cycles	27105		Final Payment	\$ -
			Lease Cost/Year	\$ -
	2 50%	/Year		!
Ave Inflation:			137.	
			Insured Value:	\$ -
Life Cycle Cost To		Program Total	Insured Value: Cost/Year	\$ - Cost/Hour Cost/St M
Life Cycle Cost To	otal:			
	otal:			
Life Cycle Cost To	otal:	Program Total	Cost/Year	Cost/Hour Cost/St M
Life Cycle Cost To	otal:		Cost/Year	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost	otal:	Program Total	Cost/Year \$ 442,341	Cost/Hour Cost/St M
Life Cycle Cost To	otal:	Program Total	Cost/Year \$ 442,341	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost	otal:	Program Total \$ 4,423,406 \$ 4,075,556	Cost/Year \$ 442,341	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost	otal:	Program Total	Cost/Year \$ 442,341	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value	otal: Sales Tax	Program Total \$ 4,423,406 \$ 4,075,556 \$ -	\$ 442,341 \$ 407,556	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost	otal: Sales Tax	Program Total \$ 4,423,406 \$ 4,075,556	Cost/Year \$ 442,341	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas	Sales Tax e Cost	Program Total \$ 4,423,406 \$ 4,075,556 \$ -	\$ 442,341 \$ 407,556	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value	Sales Tax e Cost	Program Total \$ 4,423,406 \$ 4,075,556 \$ -	\$ 442,341 \$ 407,556	Cost/Hour Cost/St M
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas	Sales Tax e Cost	Program Total \$ 4,423,406 \$ 4,075,556 \$ -	\$ 442,341 \$ 407,556 \$ - \$ 169,979	Cost/Hour Cost/St M \$ 1,089 \$ 8.
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl	Sales Tax e Cost	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876	Cost/Hour Cost/St M \$ 1,089 \$ 8.
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	Sales Tax e Cost	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11	Cost/Hour Cost/St M \$ 1,089 \$ 8.
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	Sales Tax e Cost	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ -
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl	Sales Tax e Cost	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11	\$ 1,089 \$ 8. \$ 2,510 \$ 18.
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	sales Tax e Cost head Year 1 Year 2	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ -
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	sales Tax e Cost head Year 1 Year 2 Year 3	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112 \$ 879,227 \$ 1,283,965	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ - \$ -
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	e Cost Year 1 Year 2 Year 3 Year 4	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112 \$ 879,227 \$ 1,283,965 \$ 893,837	\$ 442,341 \$ 407,556 \$ \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13 Year 14	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ - \$ -
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	Sales Tax e Cost head Year 1 Year 2 Year 3 Year 4 Year 5	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112 \$ 879,227 \$ 1,283,965 \$ 893,837	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13 Year 14 Year 15 Year 16	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	Sales Tax Sales Tax Pear 1 Year 2 Year 3 Year 4 Year 5 Year 6	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112 \$ 879,227 \$ 1,283,965 \$ 893,837 \$ 946,831 \$ 1,124,973	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13 Year 14 Year 15 Year 16 Year 17	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$
Life Cycle Cost To Total Acquisition + Total Direct Cost Total Fixed Cost Residual Value Total Finance/Leas Ops + Admin Overl Total Cost: Annual Budget:	e Cost head Year 1 Year 2 Year 3 Year 4 Year 5 Year 6 Year 7	\$ 4,423,406 \$ 4,075,556 \$ - \$ 1,699,792 \$ 10,198,755 \$ 784,200 \$ 822,112 \$ 879,227 \$ 1,283,965 \$ 893,837 \$ 946,831 \$ 1,124,973 \$ 953,631	\$ 442,341 \$ 407,556 \$ - \$ 169,979 \$ 1,019,876 Year 11 Year 12 Year 13 Year 14 Year 15 Year 16	\$ 1,089 \$ 8. \$ 2,510 \$ 18. \$ -





ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N116SR

Make/Model:

Government

Used **BK 117B2**

Acquisition: Purchase

406.3 Hours/Year

(Page 2)

V										5		6		7				9		10		Total
Variable Cost Year	•	1 247	-	2	^	3		4 00 004					•			8 25,819	•		•	27,126	\$	243.343
Fuel	\$	21,717	\$	22,264	\$	22,820	\$	23,391	\$	23,976	\$	24,575	\$	25,189	\$	25,619	\$	26,465	\$	21,120	\$	243,343
Fuel Additives	3		\$				\$	07.705	_		\$		\$		\$		\$	04.000				
Maint Labor		\$25,755	\$	26,399	\$	27,059	\$	27,735	\$	28,429	\$	29,139	\$	29,868	\$	30,615	\$	31,380	\$	32,164	\$	288,543
Parts	_	\$85,490	\$	87,627	\$	89,818	\$	92,063	\$	94,365	\$	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106,765	\$	957,777
Inspections	\$	•	\$	15,252	\$	8,069	\$	16,024	\$	16,425	\$	8,689	\$	17,256	\$	17,688	\$	9,357	\$	18,583	\$	127,343
Engine Restoral	\$	•	\$	-	\$	38,033	\$	350,194	\$	<u> </u>	\$		\$	162,357	\$	•	\$		\$	451,327		1,042,867
Engine Guaranteed Mx Plan	\$. •	\$	-	\$		\$	-	\$		\$	•	\$		\$	- :	\$	-	\$	•	\$	•
Avionics Guaranteed Mx Plan	\$		\$	-	\$		\$		\$		\$		\$	•	\$	•	\$		\$	•	\$	
Component Overhaul (All)	\$	64,147	\$	65,751	\$	67,394	\$	69,079	\$	70,806	\$	72,576	\$	74,391	\$	76,251	\$	78,157	\$	80,111	\$	718,663
Life Limited Components (All)	\$	-	\$	-	\$	-	\$	•	\$	7,093	\$	•	\$	•	\$	194	\$	•	\$	14	\$	7,301
Other Services							L.														\$	•
Flight Hour Cost	\$	8,244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	\$	-	\$	-	\$		\$		\$	•	\$		\$	•	\$		\$. •	\$	-	\$	•
Landing/Parking Fees	\$	-	\$	•	\$		\$		\$	-	\$	-	\$		\$		\$	•	\$		\$	-
Crew Expenses	\$	84,368	\$	86,477	\$	88,639	\$	90,855	\$	93,127	\$	95,455	\$	97,841	\$	100,287	\$	102,794	\$	105,364	\$	945,209
Small Supplies	\$		\$	-	\$		\$		\$		\$		\$		\$		\$	-	\$		\$	
			1				-		Ť		<u> </u>				_		<u> </u>					
Total Variable Cost	\$	289,721	\$	312,220	\$	350,494	\$	678,220	\$	343.320	\$	377,443	\$	515,605	\$	362,274	\$	362,359	\$	831,750	\$	4,423,406
	<u> </u>	200,121	1	<u> </u>		000[101	-	0.0,000	Ť	0.0,020		••••	Ť	0.0,000	•	002,27	•	002,000	<u> </u>	44.11.44		.,
Fixed Cost Year		1	T	2		3		4		5	Г	6		7		8		9		10		Total
Salaries		···	-				-		\vdash		\vdash									- ' -		10141
Pilot/Flight Crew	\$	191,490	\$	196,277	\$	201.184	\$	206.214	\$	211,369	\$	216,653	\$	222,070	\$	227,621	\$	233,312	\$	239,145	\$	2,145,336
Maintenance Technicians	\$	59.324	\$	60,807	\$	62,327	\$	63,885	\$	65,483	\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,629
Other	\$	59,324	\$	00,007	\$	02,321	\$	03,003	\$	00,400	\$	07,120	\$	00,790	\$	70,516	\$	12,201	\$	74,000	\$	004,029
	\$	404 400	\$		\$	109,779	\$	112,523	\$	115,336	\$	118,220	\$	121,175	\$	124,205	\$	127,310	\$	130,493		1,170,631
Benefits		104,489		107,101				112,523	_	115,335	_	118,220		121,175		124,205	\$	127,310		, ,		1,170,031
Hangar	\$	······•	\$		\$	•	\$	•	\$	•	\$		\$		\$		3		\$	-	\$	•
Insurance			-		_		_		_		<u> </u>				_		_		_			
Hull	\$	-	\$	-	\$		\$		\$	·	\$		\$		\$		\$		\$		\$	
Liability	\$	7,225	\$	7,406	\$	7,591	\$	7,781	\$	7,975	\$	8,174	\$	8,379	\$	8,588	\$	8,803	\$	9,023	\$	80,944
Miscellaneous			L_																			
Training Pilot/Maint	\$		\$	-	\$	-	\$	•	\$		\$		\$		\$		\$		\$		\$	-
Management Fee	\$		\$	-	\$		\$	-	\$	-	\$	- 1	\$		\$	-	\$	<u> </u>	\$		\$	
Brokerage Fee	\$	•	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	
New Int/Paint/Avionics	\$		\$	-	\$		\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	
Modernization	\$		\$		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$		\$		\$	-
Nav/Weather Services	\$	851	\$	872	\$	894	\$	916	\$	939	\$	963	\$	987	\$	1,012	\$	1,037	\$	1,063	\$	9,534
Comp Maint Service	\$	•	\$	-	\$	-	\$	-	\$		\$	-	\$	-	\$		\$		\$		\$	
Refurbishing	\$	•	\$	-	\$	-	\$		\$		\$	-	\$	-	\$	-	\$		\$	-	\$	-
Other	\$	400	\$	410	\$	420	\$	431	\$	442	\$	453	\$	464	\$	475	\$	487	\$	500	\$	4,481
	<u> </u>		广				Ť		Ť		Ť						•					
Total Fixed Cost	\$	363,779	\$	372.874	\$	382,195	\$	391,750	\$	401.544	\$	411,583	\$	421.872	\$	432,419	\$	443,230	\$	454.310	\$	4.075.556
10.0.1 (1000 0001)	<u> </u>	200,,,0		5,2,5,4		-02,.00	Ť	-7:11:20	-		<u> </u>		_ <u>-</u> _		<u> </u>		Ť		<u> </u>			
	\$		\$		\$	-	\$		\$		\$.]	\$	-	\$		\$		\$		\$	
Finance/Lease Cost	w		\$		Š		\$	-	S	-	\$		\$		\$	-	\$		\$		\$	-
Finance/Lease Cost	•	_			Ψ			 			_											
Aircraft Cash Payment/Resale	\$	-			Ą		•	- 1	•	_	•	_ 1	S.			_ 1	- 5	_ 1	\$		2	_
Aircraft Cash Payment/Resale Final Payment/Loan Payoff	\$	-	\$	-	\$	72 260	\$	106 007	\$	74 495	\$		\$	02 749	\$	70.460	\$	80.550	\$	128 606	\$	840 806
Aircraft Cash Payment/Resale Final Payment/Loan Payoff Operations Overhead	\$	65,350	\$	68,509	\$		\$	106,997	\$	74,486	\$	78,903	\$	93,748	\$		\$	80,559	\$	128,606	\$	849,896
Aircraft Cash Payment/Resale Final Payment/Loan Payoff	\$	-	\$	-		73,269 73,269	<u> </u>	106,997 106,997	_	74,486 74,486	_	78,903	 -	93,748 93,748		79,469 79,469		80,559 80,559		128,606 128,606		849,896 849,896

	Mai	ntei	าลทด	e C	ost	Data
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BK 117B2

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	1.04	MH/FH	Airframe:	\$ 72.71	/FH
Engine:	0.40		Engine:	\$ 15.00	
Avionics:	0.30		Avionics:	\$ 20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspe	ection Cost	Inspection Cycl	Frequency		
** ************************************	Name:		(Current \$)		Hours	Cycles	Years
Recurring	1 100 Hour	\$	120		100		
	2 600 Hour	\$	7,200	1	600		
	3 12 Month	\$	7,200				1
	4 6000 Hour Extended	\$	24,000		6000		
	5	1					
	6	1					
	7	1		T			
	8						
	9	1					
10	0	1					
1	1						
1	2	-					
One Time	<u> </u>	1					
	2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$ 131,172		5000	i	
2	T/R Gearbox	\$ 4,544		3600		1
3	Int Gearbox	\$ 5,335		3600		
4	SPAS Actuator	\$ 7,660		3600		
5						1
6						
7						
8			li			
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						1
20					Ī	

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
water a second companies and a second	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$ 120		4500		,
2	Inner Sleeve (4)	\$ 64,486		10200		
3	Laminated Pile Assy	\$ 5,833			11700	
4	Fitted Bolts (2)	\$ 593			11700	
5	Shaft T/R Drive	\$ 4,324	l	11200		
6	Screw	\$ 11		4800		
7	Bearing Block	\$ 1,623		14000		
8	Fitted Bolt	\$ 526		16800		
9	Hex Bolt	\$ 43		4500		
10	Transmission Case	\$ 177,543		12000		
11	Support Assy	\$ 5,712		12000		
	Fitting Assy	\$ 1,866		12000		
13	Fitting	\$ 571		12000		
14	Stay Assy (5)	\$ 13,125		12000		
	Mount Assy (2)	\$ 35,345	1	12000		
16	Lug (3)	\$ 1,499		12000		
	Rod Assy	\$ 1,916		12000		
	Shaft	\$ 4,321		11200		
	Bevel Gear Shaft	\$ 7,880	<u> </u>	10800		
	Bevel Gear 1	\$ 5,514		10800		
	Bevel Gear Shaft	\$ 6,512		13200		
	Bevel Gear 2	\$ 4,649		13200		
23	Bevel Gear 3	\$ 14,515		18500	,	
24 25 26 27						
25			1			
26						
27]				
28 29			l			
29			1			
30						

Engine Restoral/He	avy Maintenance	Ī	Total Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1 H.S.I.	\$	70,000		1200		
	2 Overhaul	\$	85,000		2400		
	3 Accessories	\$	19,895		2400		
	4						
	5						
Replacement	1 Solid Rivet PT Rotor	\$	57,700		12000	11000	
	2 GP Rotor Disc	\$	18,100	1	5000	6300	
	3 GP Rotor Spacer	\$	5,550		15000	25000	
	4 GP Rotor Sealing Plate	\$	9,750		15000	25000	
	5 Titanium Impeller	\$	34,800		15000	25000	
	6 Axial Compressor	\$	18,300	1	15000	25000	
PM 1 1. 2411	7 Compressor Shaft	\$	6,750		15000	25000	
	8						
	9						
	10						

Maintenance Cost Data

BK 117B2

Database Date:

Cost Of Ownership Analysis

For:

DOE SRS N116SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

BK 117 Future Fleet (Labor benefits at 25%)

Ops. O/H and G&A maxed at 25% of labor & benefits

ANNUAL COST	SUMMAR	Υ		Version 4.0 Software	Copyright 2000		Annual Operating Cost Budget
DOE SRS N116SF	R	Type of Operation	: Government				Annual Operating Cost Budget
						\$1,600,000	
Make/Model:	Used	BK 117B2	Date:	9-Jun-00		\$1,400,000	
Program Length:	10	Years	Acquisition:	Purchase		\$1,200,000	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
						\$1,000,000	
Program Data:			Acquisition Cost +	Sales Tax:		\$800,000	
Hrs/Year	406.3		Purchase Price	\$ 1,030,000		\$800,000	
Cycles/Hour	4.57		State Sales Tax:			\$600,000	
Residual Value		%	Spares + Tooling		1		
MX Labor Rate	\$ 58.00 \$ 1.50	/MH	Initial Training:	\$ -		\$400,000	
Fuel Cost	\$ 1.50		Trade-in/Other:	\$ -	1		
			Total	\$ 1,030,000		\$200,000	•
Airframe Status:				<u></u>		\$0	
Total Hours	5926		Lease/Finance Pay		<u> </u>	D U	4.0.0.4.5.0.7.0.0.40.44.40.40.44.47.47.77.77.77
Total Years	16		Finance Cost/Year	alle de la la la la la la la la la la la la la	l		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	27105		Final Payment	\$ -			Year
A 1		84	Lease Cost/Year	\$.			
Ave Inflation:	2.50%	/Year					C. V. Carlotte, and the control of t
Life Cycle Cost To	otol	Program Total	Insured Value: Cost/Year	\$ - Cost/Hour	Cost/St Mile]	
Life Cycle Cost II	Otali.	Program fotal	Cosv rear	Costmour	COSUST MILE	ĺ	The second secon
Total Acquisition +	Sales Tax	\$ -					Annual Maintenance Cost
Total Direct Cost		\$ 4,555,802	\$ 455,580	\$ 1,121	\$ 8.37	\$800,000	
T			1			\$700,000	
Total Fixed Cost	+	\$ 3,607,416	\$ 360,742	ļ.,,		\$700,000	
Residual Value		\$ -				\$600,000	
***************************************						*****	t /\
Total Finance/Leas	se Cost	\$ -	\$ -	<u></u>		\$500,000	
Ops + Admin Over	head	\$ 1,080,701	\$ 108,070			\$400,000	
Total Cost:		\$ 9,243,919	\$ 924,392	\$ 2,275	\$ 16.98	\$300,000	
Annual Budget:	Year 1	\$ 719,998	Year 11	\$ -	Ψ 10.90		
(No Depreciation)	Year 2	\$ 753,249		\$ -		\$200,000	
· · · · · · · · · · · · · · · · · · ·	Year 3	\$ 802,549		\$ -			
** ************************************	Year 4	\$ 1,141,577		\$ -		\$100,000	AND CO. C. C. C. C. C. C. C. C. C. C. C. C. C.
	Year 5	\$ 818,261		\$ -	· · · · · · · · · · · · · · · · · · ·		
· ··· · · · · · · · · · · · · · · · ·	Year 6	\$ 864,257		\$ -		\$0 └	
	Year 7	\$ 1,014,590		\$ -		•	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$ 873,733		\$ -			
	Year 9	\$ 886,604		\$ -			
	Year 10	\$ 1,369,102		\$ -			
	,	., .,000,702	1.35.55				The second secon

Acquisition: Purchase

ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N116SR

Make/Model:

Government

Used **BK 117B2**

406.3 Hours/Year

Aircraft Value: \$ -			Res	sidual Value:	\$	-																
Variable Cost Year		1		2		3		4		5		6		7		8		9		10		Total
Fuel	\$	36,567	\$	37,481	\$	38,418	\$	39,379	\$	40,363	\$	41,372	\$	42,407	\$	43,467	\$	44,553	\$	45,667	\$	409,674
Fuel Additives	\$	-	\$	-	\$		\$	-	\$	-	\$	-	\$	-	\$	•	\$		\$	-	\$	
Maint Labor	\$	22,726	\$	23,294	\$	23,877	\$	24,473	\$	25,085	\$	25,712	\$	26,355	\$	27,014	\$	27,689	\$	28,382	\$	254,608
Parts	\$	85,490	\$	87,627	\$	89.818	\$	92,063	\$	94,365	\$	96,724	\$	99,142	\$	101,621	\$	104,161	\$	106,765	\$	957,777
Inspections	\$		\$	15,252	\$	8,069	\$	16,024	\$	16,425	\$	8,689	\$	17,256	\$	17,688	\$	9,357	\$	18,583	\$	127,343
Engine Restoral	\$		\$		\$	38,033	\$	350,194	\$		\$	40,957	\$	162,357	\$	-	\$		\$	451,327	\$	1,042,867
Engine Guaranteed Mx Plan	\$		\$		\$	-	\$		\$	-	\$		\$		\$		\$		\$	-	\$	-
Avionics Guaranteed Mx Plan	\$		\$		\$	-	\$	•	\$		\$	•	\$	-	\$		\$	•	\$	-	\$	-
Component Overhaul (All)	\$	64,147	\$	65,751	\$	67,394	\$	69,079	\$	70,806	\$	72,576	\$	74,391	\$	76,251	\$	78,157	\$	80,111	\$	718,663
Life Limited Components (All)	\$	04,141	\$	- 55,757	\$		\$	-	\$	7.093	\$		\$	-	\$	194	\$	-	\$	14	\$	7.301
Other Services			۳		Ť		<u> </u>		*	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-		Ť		<u> </u>			•	-		\$	-
Flight Hour Cost	\$	8.244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9,799	\$	10,044	\$	10,295	\$	92,359
Fixed Cost	\$	- U,E44	\$	- 0,400	\$	- 0,001	\$	- 0,070	\$		\$		\$	- 5,555	\$		\$	-	\$	-	\$	•
Landing/Parking Fees	\$	<u>-</u> -	\$		\$		\$		\$	-	\$		\$		\$		\$	-	\$	•	\$	
Crew Expenses	\$	84,368	\$	86,477	\$	88.639	\$	90.855	\$	93,127	Š	95,455	\$	97.841	\$	100,287	\$	102,794	\$	105,364	\$	945,209
Small Supplies	\$	04,300	\$	60,477	\$		\$		\$		\$		8	<u> </u>	\$,	\$		\$		ŝ	
Small Supplies	13				9		۳		۳		1		۳				_		•		<u> </u>	
Total Variable Cost	•	301,542	\$	324,333	•	362,909	\$	690,946	\$	356,364	4	390,813	\$	529,310	ŝ	376,321	\$	376,757	\$	846,508	\$	4,555,802
Total Validate Cost	1 4	301,342	1 3	024,000		302,303	ΙΨ	000,040		000,004	ΙΨ	000,010		020,010	•	070,021	_	010,.01	•	0.10,000	_	.,,,
Fixed Cost Year	Г	1	Γ	2		3	Г	4	Γ	5	П	6		7		8		9		10		Total
Salaries																						
Pilot/Flight Crew	\$	191,490	\$	196,277	\$	201,184	\$	206,214	\$	211,369	\$	216,653	\$	222,070	\$	227,621	\$	233,312	\$	239,145	\$	2,145,336
Maintenance Technicians	\$	59,324	\$	60,807	\$	62,327	\$	63,885	\$	65,483	\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,629
Other	\$	-	\$	-	\$		\$		\$		\$		\$		\$		\$	-	\$		\$	
Benefits	\$	62,704	\$	64,271	\$	65,878	\$	67,525	\$	69,213	\$	70,943	\$	72,717	\$	74,535	\$	76,398	\$	78,308	\$	702,491
Hangar	\$	-	\$	-	\$		\$	-	\$	-	\$	•	\$	-	\$	•	\$		\$	-	\$	
Insurance	 		Ť		Ť		-		Ė													
Hull	\$	-	\$	_	\$		\$		\$	-	\$	•	\$		\$	•	\$	-	\$	-	\$	-
Liability	\$	7,225	\$	7,406	\$	7,591	S	7,781	\$	7,975	\$	8,174	\$	8,379	\$	8.588	\$	8,803	\$	9,023	\$	80,944
Miscellaneous	<u> ۲</u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ť		Ť		Ť								_							
Training Pilot/Maint	\$		\$		\$		\$		\$	-	\$		\$	-	\$		\$		\$		\$	-
Management Fee	\$	-	\$		Š		\$	-	\$		\$	-	\$		\$	-	\$	-	\$		\$	
Brokerage Fee	\$		\$	-	\$		\$	-	\$	•	+	<u>-</u>	\$	-	\$	-	\$		\$	-	\$	-
New Int/Paint/Avionics	\$	-	\$		\$		\$		\$		ŝ		\$		\$	-	\$	-	\$		\$	-
Modernization	\$		\$	-	\$	· ·	\$		\$		\$		\$		\$		\$	•	\$	-	\$	-
NavWeather Services	\$	851	\$	872	\$	894	\$	916	\$	939	\$	963	\$	987	\$	1,012	\$	1,037	\$	1,063	\$	9,534
Comp Maint Service	\$		\$	- 0,2	\$		ŝ		Š		\$	-	\$	-	\$	-,,-,-	\$		\$		\$	-
Refurbishing	\$		\$		\$	-	\$	•	\$		\$		\$	-	\$	-	\$	•	\$		\$	-
Other	\$	400	S	410	\$	420	\$	431	S	442	\$	453	S	464	\$	475	s	487	\$	500	\$	4,481
Other	۳-	+00	1	710	Ť	720	Ť		Ť		┪		Ť		Ť		Ť				T	
Total Fixed Cost	\$	321,994	\$	330.043	\$	338,294	\$	346,752	\$	355,421	\$	364,306	\$	373,414	\$	382,749	\$	392,318	\$	402,126	\$	3,607,416
Total Lieu Cook	, Ψ	52.,004	. *	22310-30	<u> </u>				_		<u> </u>	,,,,,,,										
Finance/Lease Cost	\$	•	\$	-	\$		\$		\$		\$		\$	-	\$		\$	-	\$	-	\$	
Aircraft Cash Payment/Resale	\$	-	\$	-	\$		\$		\$	-	\$				\$		\$		\$		\$	-
Final Payment/Loan Payoff	\$	•	\$	-	\$		\$		\$		\$		\$	-	\$		\$		\$	-	\$	-
Operations Overhead	\$	59,877	\$	61,374	\$	62,908	\$	64,481	\$	66,093	\$	67,745	\$	69,439	\$	71,175	\$	72,954	\$	74,778	\$	670,825
Administrative Overhead (G&A)	\$	36,585	\$	37,500	\$	38,437	\$	39,398	\$	40,383	\$	41,393	\$	42,427	\$	43,488	\$	44,575	\$	45,690	\$	409,876
	L																				L	
Total Annual Cost	\$	719,998	\$	753,249	\$	802,549	\$	1,141,577	\$	818,261	\$	864,257	\$	1,014,590	\$	873,733	\$	886,604	\$	1,369,102	\$	9,243,919

(Page 2)

	Mai	ntena	nce Co	st Data
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BK 117B2

Database Date:

Labor MH/FH			Parts \$/FH			
Airframe:	1.04	MH/FH	Airframe:	\$ 72.71	/FH	
Engine:	0.40		Engine:	\$ 15.00		
Avionics:	0.30		Avionics:	\$ 20.00		

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycl	Frequency	-	
	Name:	Total (Current \$)	Start (Hrs)	Hours	Cycles	Years
Recurring 1	100 Hour	\$ 120		100		
2	600 Hour	\$ 7,200		600		
3	12 Month	\$ 7,200	Ī i			1
4	6000 Hour Extended	\$ 24,000		6000		
		1				
6						
7						
8	3					
9						
10						
11	1					
12						
One Time 1		1				
2		1				

	Overhaul Cost	Prem Removals	Frequency		
Name:		/1000 HR	Hours	Cycles	Years
M/R Gearbox			5000		
T/R Gearbox			3600		A statement of the stat
Int Gearbox	\$ 5,335		3600		
SPAS Actuator					
					AND CONTRACTOR OF THE PARTY OF
** * * * * * * * * * * * * * * *	* *				
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a commence and a commence of the commence of t					
		 			Committee of the second second second
					· · · · · · · · · · · · · · · ·
		+	· ··		
		Name: (Current \$) M/R Gearbox \$ 131,172 T/R Gearbox \$ 4,544 Int Gearbox \$ 5,335	Name: (Current \$) /1000 HR M/R Gearbox \$ 131,172 T/R Gearbox \$ 4,544 Int Gearbox \$ 5,335	Name: (Current \$) /1000 HR Hours M/R Gearbox \$ 131,172 5000 T/R Gearbox \$ 4,544 3600 Int Gearbox \$ 5,335 3600	Name: (Current \$) /1000 HR Hours Cycles M/R Gearbox \$ 131,172 5000

Life Limited Parts		Parts Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$ 120		4500		
	Inner Sleeve (4)	\$ 64,486		10200		
3	Laminated Pile Assy	\$ 5,833			11700	
4	Fitted Bolts (2)	\$ 593			11700	
5	Shaft T/R Drive	\$ 4,324		11200		
6	Screw	\$ 11		4800		
7	Bearing Block	\$ 1,623		14000		
8	Fitted Bolt	\$ 526	j	16800		
	Hex Bolt	\$ 43	.4	4500		
10	Transmission Case	\$ 177,543		12000		
11	Support Assy	\$ 5,712		12000		
12	Fitting Assy	\$ 1,866 \$ 571		12000		
13	Fitting			12000		
14	Stay Assy (5)	\$ 13,125		12000		
	Mount Assy (2)	\$ 35,345		12000		
	Lug (3)	\$ 1,499		12000		
	Rod Assy	\$ 1,916		12000		
	Shaft	\$ 4,321		11200		
	Bevel Gear Shaft	\$ 7,880		10800		
	Bevel Gear 1	\$ 5, <u>5</u> 14		10800		
	Bevel Gear Shaft	\$ 6,512 \$ 4,649		13200		
	Bevel Gear 2	\$ 4,649	* · · · · · · · · · · · · · · · · · · ·	13200		
	Bevel Gear 3	\$ 14,515		18500		
24						
25	<u> </u>					
26						
25 26 27						
28	1					
29			1			
30						

Engine Restoral/Heav	y Maintenance		Total Cost	Prem Removals	Frequency		
	Name:	-	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection 1	H.S.I.	\$	70,000		1200		
2	Overhaul	\$	85,000		2400		
3	Accessories	\$	19,895		2400		
4							
5	I						
Replacement 1	Solid Rivet PT Rotor	\$	57,700		12000	11000	
2	GP Rotor Disc	\$	18,100		5000	6300	
3	GP Rotor Spacer	\$	5,550	T	15000	25000	
4	GP Rotor Sealing Plate	\$	9,750	1	15000	25000	
5	Titanium Impeller	\$	34,800		15000	25000	
6	Axial Compressor	\$	18,300	1	15000	25000	2 14 N Y 1001 1100 1100 1100 1100 1100 1100
7	Compressor Shaft	\$	6,750	T	15000	25000	
8							
9							
10							

Maintenance Cost Data

BK 117B2

Database Date:

<u>.</u>			
			•

Cost Of Ownership Analysis

For:

DOE SRS N116SR

9-Jun-00

Aircraft:

BK 117B2

Status:

Used

Acquisition:

Purchase

Program length:

10

Years

Type of operation:

Government

Base of operation:

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Notes:

BK 117 Future Fleet GOGO (Labor benefits at 30%)

Ops. O/H at staffing with 30% benefits and G&A at 12% of

ANNUAL COST	SUMMAR	Y	,			Version	4.0 Software (Copyright 20	000		Annual Operating Cost Budget
DOE SRS N116SF	3	Type of (Operation:	Government						64 600 000	
A 4 = 1 /A 8 = -1 = 1 .	111	DK 447D		Data		•				\$1,600,000 \$1,400,000	
Make/Model:	Used	BK 117B	52	Date:		9-,	Jun-00			\$1,400,000	
Program Length:	10	Years		Acquisition:		Purch	ase			\$1,200,000	Ι Λ . /\
										\$1,000,000	
Program Data:				Acquisition C	ost +	Sales	Tax:			\$800,000	
Hrs/Year	406.3		1 18 - 18 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Purchase P			1,030,000			\$000,000	
Cycles/Hour	4.57			State Sales	Tax:	\$	•	İ		\$600,000	
Residual Value	95	%		Spares + To			-			, , , ,	
MX Labor Rate	\$ 58.00	/MH		Initial Trainii		\$	-			\$400,000)
Fuel Cost	\$ 1.50	/GAL		Trade-in/Oth	her:	\$,030,000			\$200,000)
Airframe Status:			** ** * * * * * * * * * * * * * * * * *	İ			***** ********		***	••	
Total Hours	5926			Lease/Finance	e Payı	ments				\$0	
Total Years	16			Finance Cost	/Year	\$	•				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
Total Cycles	27105			Final Paymer Lease Cost/Y	nt	\$					Year
Ave Inflation:	2.50%	/Year		Insured Value		\$					•••••••••••••••••••••••••••••••••••••••
Life Cycle Cost To	otal:	Progra	m Total	Cost/Yea			st/Hour	Cost/St	Mile		
								1			Annual Maintenance Cost
Total Acquisition +	Sales Tax	\$									
Total Direct Cost		\$ 4	1,565,986	\$ 456	,599	\$	1,124	\$	8.39	\$800,000	
Total Fixed Cost		\$ 3	3,747,914	\$ 374	,791					\$700,000	<u> </u>
Residual Value		\$	-							\$600,000	\\
Total Finance/Leas	se Cost	\$	•	\$	-					\$500,000	
Ops + Admin Over	head	\$ 1	,232,551	\$ 123	,255					\$400,000	
										\$300,000	
Total Cost:			,546,452		,646		2,350	\$ 1	7.53	\$300,000	
Annual Budget:	Year 1	\$	747,001			\$				\$200,000	
(No Depreciation)	Year 2	\$	780,928	Year 12		\$	-			φ 2 00,000	
	Year 3	\$	830,920			\$				\$100,000	
	Year 4			Year 14		\$				\$100,000	
	Year 5	\$		Year 15		\$	-			\$0	
	Year 6	\$		Year 16		\$	-			4 0 -	
	Year 7			Year 17		\$	-				1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
	Year 8	\$	·	Year 18		\$	-]		
	Year 9	\$		Year 19		\$	-				
	Year 10	\$ 1	,402,826	11.		\$					

ANNUAL COST

(Page 1)

9-Jun-00

DOE SRS N116SR

Make/Model:

Government

Used BK 117B2

Acquisition: Purchase

406.3 Hours/Year

(Page 2)

Aircraft Value: \$ -			Res	sidual Value:	\$	-																
Variable Cost Year		1		2		3		4		5		6		7		8		9		10		Total
Fuel	\$	36.567	\$	37,481	\$	38,418	\$	39,379	\$	40,363	\$	41,372	\$	42,407	\$	43,467	\$	44,553	\$	45,667	\$	409,674
Fuel Additives	\$		\$		\$	-	\$		\$		\$	•	\$		\$	-	\$	-	\$		\$	•
Maint Labor	\$	23,635	\$	24,226	\$	24,832	\$	25,452	\$	26,089	\$	26,741	\$	27,409	\$	28,095	\$	28,797	\$	29,517	\$	264,792
Parts	\$	85,490	\$	87.627	Š	89,818	ŝ	92,063	\$	94.365	\$	96.724	\$	99,142	\$	101.621	\$	104,161	\$	106.765	\$	957,777
Inspections	\$	•	\$	15,252	\$	8.069	\$	16,024	\$	16,425	\$	8.689	\$	17,256	\$	17.688	\$	9.357	\$	18,583	\$	127,343
Engine Restoral	\$	-	\$		Š	38,033	\$	350,194	\$	-	\$	40,957	\$		\$,000	\$	-	\$	451,327	\$	1.042.867
Engine Guaranteed Mx Plan	\$		\$	-	š		\$		\$		\$	-	\$	100,007	\$	•	\$	-	\$		\$.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Avionics Guaranteed Mx Plan	\$		\$		Š		\$		\$		\$		\$		\$		\$		\$	-	Š	
Component Overhaul (All)	\$	64.147	\$	65.751	\$	67.394	\$	69.079	\$	70,806	\$	72,576	\$	74,391	\$	76,251	\$	78,157	\$	80.111	\$	718,663
Life Limited Components (All)	\$	04,147	\$	- 05,751	\$		\$	00,070	\$	7.093	\$	72,070	\$	74,001	\$	194	\$		\$	14	\$	7,301
Other Services	3		9		- 3		-		۳	7,050	-		-		-	104			۳		\$	7,001
	\$	8,244	\$	8,450	\$	8,661	\$	8,878	\$	9,100	\$	9,327	\$	9,560	\$	9.799	\$	10,044	\$	10,295	\$	92,359
Flight Hour Cost Fixed Cost	\$		\$	8,450	\$	8,001	\$	0,070	\$	9,100	\$	3,321	\$	9,500	\$	3,133	\$	10,044	\$	10,233	\$	0 <u>E,00</u>
	\$		\$		\$		\$		\$	<u> </u>	\$		\$		\$		\$		\$	-	\$	<u>-</u>
Landing/Parking Fees	\$	84,368	\$	86,477	\$		\$	90,855	\$	93,127	\$	95,455	\$	97.841	\$	100.287	\$	102.794	\$	105,364	\$	945,209
Crew Expenses	\$	84,368	\$	80,477	\$,	\$	90,055	\$	93,127	\$	95,455	\$	97,041	\$	100,207	\$	102,794	\$	105,304	\$	340,203
Small Supplies	3		3	•	ð	<u> </u>	3	<u> </u>	۳	•	3	•	3		3		3	•	3		J.	
Total Variable Cost	\$	302,451	\$	325,264	\$	363,864	\$	691,925	\$	357,367	\$	391,842	\$	530,364	\$	377,401	\$	377,865	\$	847,643	\$	4,565,986
Fixed Cost Year	_	1		2		3	T	4		5		6		7		8		9	Ι	10		Total
Salaries												-										
Pilot/Flight Crew	\$	191,490	\$	196,277	\$	201,184	\$	206,214	\$	211,369	\$	216,653	\$	222.070	\$	227,621	\$	233,312	\$	239,145	\$	2,145,336
Maintenance Technicians	\$	59,324	\$	60,807	\$	62,327	\$	63,885	\$	65,483	\$	67,120	\$	68,798	\$	70,518	\$	72,281	\$	74,088	\$	664,629
Other	\$	-	\$	-	\$	-	\$	•	\$		\$	•	\$	-	\$	-	\$	-	\$		\$	-
Benefits	\$	75,244	\$	77,125	\$	79,053	\$	81,030	\$	83,056	\$	85,132	\$	87,260	\$	89,442	\$	91,678	\$	93,970	\$	842,989
Hangar	\$		\$		\$		\$		\$		\$	-	\$		\$		\$		\$	-	\$	
Insurance	Ť		Ť		-		Ť		Ť		Ť		1		Ė							
Hull	\$		\$	-	\$		\$	•	\$		\$	-	\$	-	\$	-	\$		\$	-	\$	
Liability	\$	7.225	\$	7,406	<u>*</u>	7,591	\$	7,781	Š	7,975	\$	8.174	\$	8,379	\$	8,588	\$	8,803	\$	9.023	\$	80,944
Miscellaneous	<u> </u>	7,220	Ť	7,100	Ť	. ,,,,,,,	Ť	.,	Ť	.,	Ť		Ť		Ť		<u> </u>		Ť	.,		
Training Pilot/Maint	\$		\$	-	\$		\$		\$	•	\$		\$	-	\$		\$		\$		\$	-
Management Fee	\$		\$	-	Š		\$	•	\$		\$		S	-	\$	-	Š		\$		\$	-
Brokerage Fee	\$	-	\$	-	\$		\$	<u> </u>	\$		\$		\$		\$	•	s	-	\$		\$	
New Int/Paint/Avionics	\$		\$		\$		Š		\$		\$	-	\$		\$		s	-	\$	-	\$	-
Modernization	\$	-	\$		\$		\$		\$	-	\$		\$		\$	-	\$	-	\$	-	\$	
Nav/Weather Services	\$	851	\$	872	\$	894	\$	916	\$	939	\$	963	\$	987	\$	1,012	\$	1,037	\$	1,063	\$	9,534
Comp Maint Service	\$		\$		\$		\$		ŝ	-	\$	-	Š		\$.,	\$	- 1,00.	\$		\$	
Refurbishing	\$		\$	_	\$		Š		\$		\$		Š		Š	-	\$		\$	-	\$	
Other	\$	400	\$	410	\$	420	\$	431	\$	442	\$	453	\$		\$	475	\$	487	\$	500	\$	4.481
Outel		******	•	410	Ψ	460	٣		Ť	472	-		-		-	4,5	۳		Ť			-,-51
Total Fixed Cost	\$	334,534	\$	342,898	\$	351,470	\$	360,257	\$	369,263	\$	378,495	\$	387,957	\$	397,656	\$	407,597	\$	417,787	\$	3,747,914
Finance/Lease Cost	\$	•	\$		\$	•	_	•	\$		\$	•	\$	•		-	\$	-	\$		\$	
Aircraft Cash Payment/Resale	\$		\$	-	\$		\$		\$	•	\$		\$	-	\$	-	\$		\$	-	\$	-
Final Payment/Loan Payoff	\$	-	\$	-	\$		\$		\$		\$		\$		\$	-	\$		\$	-	\$	
Operations Overhead	\$	61,862	\$	63,409	\$	64,994	\$	66,619	\$	68,284	\$	69,991	\$	71,741	\$	73,534	\$	75,373	\$	77,257	\$	693,064
Administrative Overhead (G&A)	\$	48,154	\$	49,358	\$		\$	51,857	\$		\$	54,482	\$	55,844	\$	57,240	\$	58,671	\$	60,138	\$	539,488
Total Annual Cost	s	747.001	\$	780,928	\$	830,920	\$	1,170,657	\$	848.068	\$	894,810	\$	1,045,906	\$	905.832	\$	919,506	\$	1,402,826	\$	9,546,452
i otal Aillian Oost		. 4. 1001	·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>			.,,		3.0,000	_		<u> </u>	,	_		Ť			,,		

Mair	ntenai	nce C	net l	Date

BK 117B2

Database Date:

Labor MH/FH			Parts \$/FH		
Airframe:	, ,,,,	MH/FH	Airframe:	\$ 72.71	/FH
Engine:	0.40		Engine:	\$ 15.00	
Avionics:	0.30		Avionics:	\$ 20.00	

Guaranteed Maintena	nce Plans				
Engine:	No	Avionics:	No	APU:	No

Inspections		Inspection Cost	Inspection Cycl	Frequency		
	Name:	Total (Current \$)		Hours	Cycles	Years
Recurring 1	100 Hour	\$ 120		100		
2	600 Hour	\$ 7,200	İ	600		
3	12 Month	\$ 7,200				1
4	6000 Hour Extended	\$ 24,000		6000		
5						
6						
7						
8						
9						
10						
11						
12						
One Time 1			I]
2						

Component Overhaul		Overhaul Cost	Prem Removals	Frequency		
****** ****** * * ****** - * ******	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
1	M/R Gearbox	\$ 131,172		5000		
	T/R Gearbox	\$ 4,544		3600		
3	Int Gearbox	\$ 5,335		3600		
4	SPAS Actuator	\$ 7,660		3600		
5						
6						
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Life Limited Parts		П	Parts Cost	Prem Removals	Frequency		
	Name:		(Current \$)	/1000 HR	Hours	Cycles	Years
1	Hex Bolt (2)	\$	120		4500		
2	Inner Sleeve (4)	\$	64,486		10200		
3	Laminated Pile Assy	\$	5,833			11700	
4	Fitted Bolts (2)	\$	593		Marian Commission of Control	11700	
5	Shaft T/R Drive	\$	4,324		11200		
6	Screw	\$	11		4800		
7	Bearing Block	\$	1,623		14000		
8	Fitted Bolt	\$	526		16800		
9	Hex Bolt	\$	43		4500		
10	Transmission Case	\$	177,543		12000		
11	Support Assy	\$	5,712		12000		
	Fitting Assy	\$	1,866		12000		
	Fitting	\$	571		12000		
14	Stay Assy (5)	\$	13,125		12000		7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Mount Assy (2)	\$	35,345		12000		
	Lug (3)	\$	1,499		12000		
	Rod Assy	\$	1,916		12000		
	Shaft	\$	4,321		11200	l	
	Bevel Gear Shaft	\$	7,880		10800		
	Bevel Gear 1	\$	5,514		10800		
	Bevel Gear Shaft	\$	6,512	ļ	13200		
	Bevel Gear 2	\$	4,649		13200		
	Bevel Gear 3	\$	14,515		18500		
24		-		<u> </u>			and the second second
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26	The second of th						
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ngine Restoral/H	eavy Maintenance	Total Cost	Prem Removals	Frequency		
	Name:	(Current \$)	/1000 HR	Hours	Cycles	Years
Inspection	1 H.S.I.	\$ 70,00	0	1200		
	2 Overhaul	\$ 85,00	0	2400		
	3 Accessories	\$ 19,89	5	2400		
·	4					
	5					
Replacement	1 Solid Rivet PT Rotor	\$ 57,70	0	12000	11000	
	2 GP Rotor Disc	\$ 18,10	0	5000	6300	
	3 GP Rotor Spacer	\$ 5,55	0	15000	25000	
	4 GP Rotor Sealing Plate	\$ 9,75	0	15000	25000	
	5 Titanium Impeller	\$ 34,80	0	15000	25000	
	6 Axial Compressor	\$ 18,30	0	15000	25000	
	7 Compressor Shaft	\$ 6,75	0	15000	25000	
	8					
	9					
	10					

Maintenance Cost Data

BK 117B2

Database Date:

				·
			•	
•				

MEO STAFFING PLAN

Savannah River Site Aviation Operations

POSITION	NUMBER	GRADE
Chief Pilot	1	GS-13
Line Pilots	9	GS-12
Chief of Maintenance	1	GS-13
Line Mechanic	1	GS-12
Program Manager	1	GS-13
Records/Analyst	1	GS-7
TOTAL	14	

				-
	,			

QUALITY ASSURANCE SURVEILLANCE PLAN

EVALUATION CRITERIA	STANDARD	SANCTION
Aircrast Availability Rate	98%	Loss of 1/30th of Incentive Fee for each day when standard is not met.
Aircrast Accidents	No Accidents	Cost of physical damages and loss of incentive fee.
Personnel Injuries	No Injuries	Negotiated loss of availability
Aircrast meet continuous airworthiness requirements	100%	Negotiated loss of incentive fee or contract termination
Flight crews and maintenance personnel qualified and current.	100%	Negotiated damage or contract termination.

				٠.	

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Aircr	<u>aft</u>	<u>Based</u>	<u>Analysis</u>		<u>Version</u>
BK-1	17	SRS	GOGO COCO	1st Year	SRS-1
			Adjusted	Values	Purchase
DIRE	CT OPERATION COSTS PER FLIGHT HO	UR (PFH)			•
1.	Fuel and Lubricants				\$92.70
2.	Crew Cost (PFH)		······································		\$0.00
3.	Aircraft Lease or Rental		(4)		\$0.00
4.	Landing Fee and Tie-Down	······	**************************************		\$0.00
5.	Maintenance and Spares				
	a. Labor cost (\$ per hour multiplied by m	nan-hours PFH)	_	\$115.43	
	b. Reserve for retirement items			\$158.00	
	c. Reserve for engine overhaul and repa	irs		\$0.00	
	d. Reserve for major component overhau	ıl and other life-	limited items	\$0.00	
	e. Reserve for aircraft refurbishment and	miscellaneous		\$0.00	
	f. Unscheduled maintenance			\$0.00	
	g. Total direct maintenance and spares				\$273.43
<u>6.</u>	Total Direct Operating Cost PFH				\$366.13
<u>7.</u>	Flight Hours for PWS				406
<u>8.</u>	TOTAL DIRECT OPERATING COST				
	(line 6 multiplied by line 7)	······	······································		\$148,647
FIXE	D OPERATION ANNUAL COST				
9.	Crew Costs				\$420,362
9. 10.	Maintenance Costs				\$22,712
11.	Aircraft Lease				\$0
	***************************************	,	<u> </u>	***************************************	(\$60,223)
13.	Depreciation Self-Insurance Costs				(000,220)
13.	a. Liability			\$8,000	
	b. Casualty			\$57,673	
	c. Total Self-Insurance Cost			40.10.0	\$65,673
14.	Operations Overhead				\$73,370
15.	Administrative Overhead				\$68,027
16.	Cost of Capital or Finance Expense				\$156,359
10.	Cost of Capital of Finance Expense				Q100,000
17.	TOTAL FIXED OPERATING ANNUAL CO	ST			
11.	(sum lines 9 thru 16)	• .			\$746,280
18.	TOTAL IN-HOUSE PERFORMANCE COST	т			
	(line 8 + line 17)				\$894,927
		·····			

A-76 AIRCRAFT AND AVIATION COST COMPARISON

Aircr BK-1	17	Based SRS	Analysis GOGO Adjusted	coco	1st Yea Value	
CON	ITRACT AVIATION OPERATIONS COST WORK	KSHEET				
19.	Contract Cost (rate*hrs/yr)					\$1,176,994
20.	Cost Construction to Meet PWS	······································				
	Daily availability/guarantee hours					\$0
	b. Additional pilot and crew charges					\$0
	c. Additional maintenance support					\$0
	d. Airframe alteration/equipment installation					\$0
	e. Equipment not provided by Government					\$0
	f. Additional ground service support					\$0
	g. Travel and per diem					\$0
	h. Service equipment mileage					\$0
	i. Airport fees					\$0
	j. Other costs					\$0

21.	Contract Administration Costs					\$31,994
22.	One-time Conversion Costs					\$0
23.	Gain on Disposal/Transfer of Assets (deduct of					\$0
<u>24.</u>	Federal Income Tax (line 19*2% deduct cost	t)				(\$23,540)
<u>25.</u>	TOTAL CONVERSION & ADMINISTRATIVE C	OST				
	(sum lines 19-25)					\$1,185,448
-	IN-HOUSE VS CONTRACT PERFORMA	NCE		10	0 year analysis	
		Performa	nce period:	s		
		1st (mil)	2nd (mil)	3rd (mil)	add'l (mil)	TOTAL
26.	In-house Performance	\$0.94	\$0.95	\$0.96	\$7.00	\$9,844,262
27.	Contract Performance	\$1.25	\$1.28	\$1.31	\$10.21	\$14,054,998
28.	Conversion Differential					\$68,321
<u>29.</u>	Adjusted Total Cost of Contract Performance)				\$14,123.320
30.	Decision (line 29 minus line 26)		·····			\$4,279,058
31.	COST COMPARISON DECISION:	Accompli	sh Work			
		In house		Voc		

In-house

contract

Yes No

Analysis Model Developed by David D. Darling, 303-279-7458 Golden CO 80401,

Version April 2000

A-76 AIRCRAFT AND AVIATION COST COMPARISON WORKSHEET

Common Data

Version					SRS-1
Aircraft					BK-117
Based					SRS
Hours flown/yr					406
Legs flown/yr					1600
Nights from base/yr	·				0
Salary Benefits			······································		32.45%
Maint labor rate-\$/hr	······		······································		\$28.43
Period of analysis-yrs (max 10 years)	***************************************		······································		10
Current year		······································	***************************************		2000
On-line year					2002
Interest rate			······································		6.100%
Unadjusted analysis? (e.g. startup)	no				Adjusted
Government owned?		beginning	yes	ending	no
Government operated?		beginning	yes	ending	no
Analysis			GOGO	to	COCO

Payment instrument	is it "free"?	lease years?	purchase
	no	0	yes

		Insurance Calculations			
BK-117	helicopter	8	0.0225	\$6,000.00	\$250.00

aircraft	eng type	seats	7			
Bell 412 BK-117	helicopter helicopter	4 8	eng type	hull ins factor	liability ins base	liability ins plus/seat
PC-12	turboprop	3	helicopter jet single eng piston turboprop Twin eng piston	2.250% 0.300% 1.100% 0.550% 1.100%	\$6,000 \$14,000 \$575 \$8,000 \$750	\$250 \$250 \$250 \$300 \$250
NOTE: MUST SORT DATA (COLS A.B&C) IN ASCENDING ORDER BY COL "A"	Source: Based on PWS requirements.	I	NOTE: MUST SORT DATA (COLS A, B, C & D) IN ASCENDING ORDER BY COL "A"	•	Source: GSA Aircraft Management Policy Div, Transmittal Letter Sep 15, 1997	II

Update Data

Inflation factors from OMB		1		2	
		wages/salaries	accum	non-pay items	accum
2000	0	0.0%	0.0%	0.0%	0.0%
2001	1	3.0%	3.0%	2.6%	2.6%
2002	2	3.0%	6.1%	2.6%	5.3%
2003	3	3.0%	9.3%	2.6%	8.0%
2004	4	3.0%	12.6%	2.6%	10.8%
2005	5	3.0%	15.9%	2.6%	13.7%
2006	6	3.0%	19.4%	2.6%	16.6%
2007	7	3.0%	23.0%	2.6%	19.7%
2008	8	3.0%	26.7%	2.6%	22.8%
2009	9	3.0%	30.5%	2.6%	26.0%
2010	10	3.0%	34.4%	2.6%	29.3%
2011	11	3.0%	38.4%	2.6%	32.6%
2012	12	3.0%	42.6%	2.6%	36.1%
2013	13	3.0%	46.9%	2.6%	39.6%
2014	14	3.0%	51.3%	2.6%	43.2%

Source: Inflation factors; OMB transmittal number 17;Feb 13, 1997.

Basic National Payscale 1998

Dasic National Fayso	ale 1330
GS-10	\$39,811
GS-11	\$47,412
GS-12	\$56,823
GS-13	\$67,571
GS-14	\$79,849
GS-15	\$86,652
GS-2	\$16,851
GS-3	\$18,996
GS-4	\$21,324
GS-5	\$23,860
GS-6	\$26,593
GS-7	\$32,032
GS-8	\$32,728
GS-9	\$39,184
SES-1	\$104,577
SES-2	\$109,531
SES-3	\$114,486
SES-4	\$120,706
SES-5	\$124,817
SES-6	\$124,817

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A" III

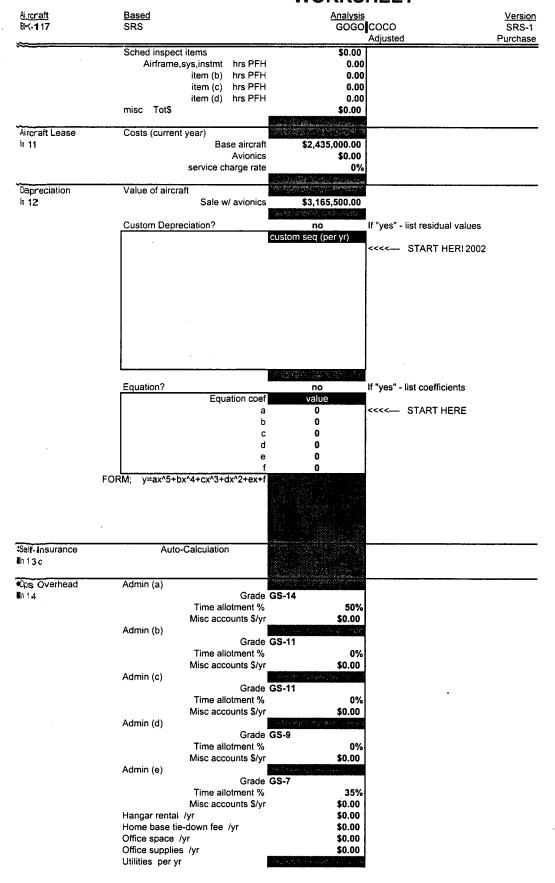
DEN	2.88%
SRS	0.00%
HUR	0.00%
MTR	0.00%
NVO	0.00%
SNR	2.11%

NOTE: MUST SORT DATA (COLS A&B) IN ASCENDING ORDER BY COL "A" Source: OMP, 1998

Aircraft BK-117 Based SRS Analysis
GOGO COCO
Adjusted

Version SRS-1 Purchase

				Adjusted	Purchase
Line-by-Line Front B	End A-76				
and the same trainer			START V V	NOTES	
Fuels & Lubs	Fuel type		Jet A		
In 1	Consumption (gal/hr)		6 100'	0	
	% DOD unit cost \$/gal DOD		\$1.50	· ·	
	unit cost \$/gal COMM		\$2.00		
	Other consumables			% oil	
Crew Costs	Rental rate/day		\$0.0	1	
In 2	per diem rate		\$0.00	1	
	Number of crew Grade (for overtime)		GS-12	2	
	Num hourly crew (a)		03-12	o ·	
	Straight time hrs/yr		208	·1	
	Overtime hrs/yr			0	
	Overtime factor			0	
	Num hourly crew (b)			0	
	Straight time hrs/yr		\$0.00	0	
	Hourly wage rate Overtime hrs/yr		\$0.00	ol	
	Overtime rate			o o	
	Misc/yr		Colorada Salahan	**	
	Total variable	rew costs	\$0.00)	
		item b	·	 	
		Item c	\$0.00		
Lease/Rent	Lease/Rent Flt Hrs/yr			W	
In 3	Lease/Rent Fit Fits/yi	a plane	A STATE OF THE PROPERTY OF THE	0	
		b plane		o l	
		c plane		0	
	Lease/Rent rates/hr				
		a plane			
		b plane			
		c plane	\$0.00		
Landing/Tie-down	Landing fee /td		\$0.00)	
In 4	Tie-down fee/day		\$0.00	i i	
			Radio Company (1986)	(A)	
Maint/Spare	Maint labor man-hrs PF			0 #poss hrs wkd/fit hrs	
in 5	Res for engine restoration		\$158.00	SRS Data CE Worksheet	
	Res for dynamic compor limited parts PFH	ent & me	\$0.00	,	
	misc		\$0.00		
	misc		\$0.00		
	misc		\$0.00		
Crew Cost Fixed	Crew (a)	0	00.42	EDOV - COLI-CDII-LO AO	
In 9	Time at	Grade % lotment	GS-13 509	50% of Chief Pilot 2 AC	
		costs \$/yr			
	Crew (b)	.,.		divided by 50%	
	, ,	Grade	GS-12	7	
		lotment %		4.5 Pilots	
	•	costs \$/yr		AC Cost Evaluator	
	Crew (c)	C	60 42		
	te amiT	Grade % lotment	: GS-12 01	4	
		costs \$/yr			
	, an inig	w/y/			
Maint Cost	Airframe,sys,instmt	hrs PFH		0 Incld in C45	
In 10	Avionics	hrs PFH			
	misc	hrs PFH		 	
	item (d)	hrs PFH		 	
	Material costs	, ¢ DEU	\$0.00 \$55.94	AC Cost Evaluator	
	Airframe,sys,instr Avionio			 	
	mis			 	
	item (c			 	
			,	•	



Aircraft BK-117	Based SRS	Analysis GOGO	coco	<u>Version</u> SRS-1
			Adjusted	Purchase
	Phone	\$0.00		
	Electricity			
	Oil/Gas heat	\$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
Admin Overhead	Admin (a)	a an an an an an an an an an an an an an		
In 15	Admin (a)	GS-11		
11113	Time allotment %	100%	1	
	Misc accounts \$/yr	\$0.00		
	Admin (b)	\$0.00		
	Grade	GS-0	1	
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Admin (c)	- 1877 of the first of the last 12		
	Grade		1	
	Time allotment %	0%		
	Misc accounts \$/yr	\$0.00		
	Office space /yr	\$0.00		
	Office supplies /yr	\$0.00		
	Utilities /yr	1600100100100100		
	Phone	\$0.00	1	
	Electricity	\$0.00		
	Oil/Gas heat	\$0.00		
	Water	\$0.00		
	Building maintenance /yr	\$0.00		
	misc /yr	\$0.00		
Cost Cap/Finance In 16	Auto-Calculation			
Contract Cost	Contract vari cost PFH	\$682.00	OAS Source J Hess	
In 19	Contract fixed cost PFH	· ·	Inclds addit crew	
	1	tirati Albahayas wara sa s		
Daily Avail/Guar	Number guar hrs/yr	0		
In 20a	Hourly guar rate	\$0.00		
	, ,	3458245 742 No. 1 12 12 13		
Add'l Pilot Crew	Hrs/yr for extra crew	0		
In 20b	Hourly rate	\$0.00		
		Color Patrickers Color		
Add'l Maint .	Hours/yr added maint	0		
In 20c				*
		MANA Y		
Airfrm Alt/Eqpt Install	Airframe alts	\$0.00		71.311
In 20d	Equipment instal	\$0.00		
None Gov't Eqpt	Item a	\$0.00		
In 20e	Item b	\$0.00		
	Item c	\$0.00		
		A STATE OF S	#	
Add'l Grid Suprt	item a	\$0.00		
In 20f	item b	\$0.00		
	item c	\$0.00		
Traine(0/dia	Dog diameter			
Travel&/diem	Per diem rates	\$0.00		
In 20g	misc costs	\$0.00		
Sando Fast Miles	Equipment costs (not havely)	Parline is sometiment and the extended that the		
Servic Eqpt Milage In 20h	Equipment costs (not hourly) item a	\$0.00		
ar 2011	item a	\$0.00 \$0.00		
	item c	\$0.00		
	nem c	\$0.00		
Airport Fees	Airport fees (ave) \$/trip	\$0.00		·
In 20i	I mport root (are) write	\$0.00 		
Other costs				·
In 20j	item a	\$0.00		
•	item b	\$0.00		
	item c	\$0.00		
	· ·	- NASSYNEE ON EN WILD WIT		
	•	3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		···

			WORKSHEET				
Aircraft	Based		Analysis		Version		
BK-117	SRS		GOGO	coco	SRS-1		
				Adjusted	Purchase		
Con'tr Admin Costs	Admin (a)						
In 21	` ,	Grade	GS-14				
		Time allotment %	0%				
		Misc accounts \$/ya	\$0.00	Ì			
	Admin (b)	•	CONTRACTOR OF STREET	İ			
		Grade	GS-13	}			
		Time allotment %	33%				
		Misc accounts \$/yr	\$0.00				
	Admin (c)			1			
		Grade	GS-12				
		Time allotment %	0%				
		Misc accounts \$/yr	\$0.00				
	Admin (d)		PAGEORIGE ASSESSES	1			
		Grade	GS-9				
		Time allotment %	0%				
		Misc accounts \$/yr	\$0.00				
	Admin (e)		W. P. S. S. S. S. S. S. S. S. S. S. S. S. S.	1			
		Grade	GS-9	}			
		Time allotment %	0%				
		Misc accounts \$/yr	\$0.00				
			Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Ca				
One-time Conv'n Costs	Material costs \$	S/yr	\$0.00				
In 22		Grade	GS-13				
		Time allocation %	0%	j			
		Moving	\$0.00				
		Retraining	\$0.00				
		Misc accounts \$/yr	\$0.00				
		Grade	GS-12				
		Time allocation %	0%				
		Moving	\$0.00				
		Retraining	\$0.00				
		Misc accounts \$/yr					
		Grade					
		Time allocation %	0%				
		Moving	\$0.00				
		Retraining	\$0.00				
		Misc accounts \$/yr					
	Other 1-time co	sts \$/yr	\$0.00				
Gain on Disp'I/Transfer		.	no				
In 23	Value of aircraft		\$0.00				
	Unpaid balance		\$0.00				
	Cost of disposa	I	\$0.00				
			teis, mis dinancamente dan mis das Hillielles de conserve de				
Conversion Differential			A Same Standard				
In 28	Auto-0	Calculation					

\$92	2.70 <<<< To line 1 >>>>	Total Costs F	uels and Lub	ricants (PFH)	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	BK-117	•	•	SRS-1
	Based	SRS			Purchase
	Fuel type	Jet A			
Ì	Consumption (gal/hr)	60			
	% DOD	100%			
	unit cost \$/gal	\$1.50			
	% other	0%			
	unit cost \$/gal	\$2.00			
	DOD fuel cost	\$90.00	(Consumption	ı (gal/hr) * % DOD * unit cost \$/gal DO	D)
	Other fuel cost	\$0.00	(Consumption	(gal/hr) * % other * unit cost \$/gal oth	er)
	Total fuel cost PFH		\$90.00	1	
	Other consumables	3%	\$2.70	1	
	Total costs fuels&lubs PFH		\$92.70	(Total fuel cost PFH+Tot lub cost PF	·H)

					1.011221
\$0.00 <<<< To line 2 >>>>	Crew Co	osts (PFH)			
Analysis		GOGOCOC	:0	Adjusted	
AIRCRAFT	BK-117				SRS-1
Based	SRS				Purchase
Hours flown/yr		406			
Nights from base/yr		0			
Rental rate/day		\$0.00			
Days of car rental		0			
per diem rate		\$0.00			(Nights from base/yr*per diem rate*
Number of crew		2			Number of crew+car rate*days rented)/
			\$0.00	PFH	Hours flown/yr
Grade (for overtime)	GS-12				
Num hourly crew (a)		0			
Straight time hrs/yr		2087			
Hourly wage rate		\$29.49			
Overtime hrs/yr		0			
Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
Overtime rate		\$0.00			Hourly wage rate+Overtime hrs/yr*
			\$0.00	PFH	Overtime rate)/Hours flown/yr)
Num hourly crew (b)		0			
Straight time hrs/yr		0			
Hourly wage rate		\$0.00			
Overtime hrs/yr		0			
Overtime factor		0			(Num hourly crew (a)*(Straight time hrs/yr*
Overtime rate		0			Hourly wage rate+Overtime hrs/yr*
			\$0.00	PFH	Overtime rate)/Hours flown/yr)
Misc/yr					
Total variable crew costs	3	\$0.00			
Item b		\$0.00			
Item o	5	\$0.00			
			\$0.00	PFH	((Item a + Item b + Item c)/hrs)
			\$0.00	PFH	(sum of items above)

\$0.00	<<< To line 3 >>>>	Total Air		ntal Co	sts (PFH)	
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	BK-117	•		•	SRS-1
	Based	SRS				Purchase
	Lease/Rent Flt Hrs/yr					
:	a plan	€	0			
	b plan	9	0			
	c plan	•	0			
	Total Lse/Rnt Hrs/yr			C) (a plane hrs +b plane hrs +c plane	e hrs)
	Lease/Rent rates/hr					
	a plan	•	\$0.00			
	b plan	9	\$0.00			
	c plan	•	\$0.00			
	Annual Costs					
	a plan	•		\$0.00	(a plane hrs* a plane rate)	
	b plan	9		\$0.00	(b plane hrs* b plane rate)	
İ	c plan	•			(c plane hrs* c plane rate)	
	Total Annual \$Ls/Rt			\$0.00	(a plane \$/yr +b plane \$/yr + c pla	ine \$/yr)
				\$0.00	PFH (Total \$/yr / Total Flt hrs/yr)	

\$0.00 <<<< To line 4 >>>>							
Analysis	GOGO COCO Adjusted	version					
AIRCRAFT	BK-117	SRS-1					
Based	SRS	Purchase					
Hours flown/yr	406						
Legs flown/yr	1600						
Landing fee /td	\$0.00						
Total landing fee/yr	\$0.00 (landings*landing fee)						
Nights from base/yr	0						
Tie-down fee/day	\$0.00						
Total tie-down fee/yr	\$0.00 (Nights form base*tie-do	own fee)					
	PFH ((Tot landing fee +						
	\$0.00 tot tie-down fee) / hrs/yr)					

	(PFH)	Costs	and Spares	Total Maintenance	<<< To line 5g >>>>	\$273.43
version	ted	Adjus	coco	GOGO	ysis	
SRS-		•		BK-117	RAFT	
Purchas				SRS	ed	
				406	s flown/yr	
				4.0600	t labor man-hrsPFH	
(Maint labor man-hrsPFH*				\$28.43	r rate \$/hr	L
Labor rate \$/hr)	(5a)	PFH	\$115.43			
	(5b)	PFH	\$158.00		for retirement items	F
	(5c)	PFH	\$0.00		for eng overhl &rpr	F
	(5d)	PFH	\$0.00		for maj comp overhi	
	(5e)	PFH	\$0.00		for refurb & misc	
	(5f)	PFH	\$0.00		cheduled Maint	i
(sum items 5a-5f)		PFH	\$273.43			

			~	
\$420,361.99 <<<< To line 9 >>>>	Crew Costs (fixed)			
Analysis	GOGO	oco	Adjusted .	version
AIRCRAFT	BK-117		•	SRS-1
Based	SRS			Purchase
Crew (a)				
	GS-13			
Salary	\$73,198.65			
Time allotment %	50%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$500.00		(Salary*Time allotment %+	
Tot (a)		\$48,975.81	Benefits %of salary+Misc)	
Crew (b)				
Grade	GS-12			
Salary	\$61,555.50			
Time allotment %	450%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$4,500.00		(Salary*Time allotment %+	
Tot (b)		\$371,386.19	Benefits %of salary+Misc)	
Crew (c)			•	
Grade	GS-12			
Salary	\$61,555.50			
Time allotment %	0%			
Benefits %of salary	32.45%			
Training costs \$/yr	\$0.00		(Salary*Time allotment %+	
Tot (c)		\$0.00	Benefits %of salary+Misc)	
		\$420,361.99	Total crew costs (fixed)	

\$22,711.64	<<< To line 10) >>>>	Maintenance Costs			
Ana	ilysis		GOGO COCO		Adjusted	, version
AIR	CRAFT		BK-117			SRS-1
Bas	ed		SRS			Purchase
Hou	ırs flown/yr		406			
labo	or rate \$/hr		\$28.43			
Sch	ed maint items					
Airfran	ne,sys,instmt	hrs PFH		\$0.00		(hrs*rate a*hrsPFH)
	Avionics	hrs PFH		\$0.00		(hrs*rate b*hrsPFH)
	misc	hrs PFH		\$0.00		(hrs*rate c*hrsPFH)
	item (d)	hrs PFH	0.00	\$0.00		(hrs*rate d*hrsPFH)
Mai	erial costs		,			
Airfr	ame,sys,instmt	\$ PFH	\$55.94	\$22,711.64		
	Avionics	\$PFH	\$0.00	\$0.00		
	misc	\$ PFH	\$0.00	\$0.00		
	item (d)	\$ PFH	\$0.00	\$0.00		
Tot	sched maint co	ost			\$22,711.64	(sum all maint)
Sch	ed inspect iten	ns	\$0.00			
Airfrar	ne sys,instmt	hrs PFH	\$0.00	\$0.00		(hrs*rate a*hrsPFH)
	item (b)	hrs PFH	\$0.00	\$0.00		(hrs*rate b*hrsPFH)
1	item (c)	hrs PFH	\$0.00	\$0.00		(hrs*rate c*hrsPFH)
	item (d)	hrs PFH	\$0.00	\$0.00		(hrs*rate d*hrsPFH)
Tot	sched inspect	cost			\$0.00	(sum all inspect items)
mis	c Tot\$				\$0.00	
						(Sched maint+
					\$22,711.64	Sched inspect)

\$0.00 <<<< To line 11	>>>> Aircr	aft Lease				
Analysis AIRCRAFT	BK-1	GOGO 17	coco	Adjusted	version	
Based	SRS	40			Purchas	
Time period - yea		10				
Costs (current year	r) aircraft	\$2,435,000.00				
====	vionics	\$2,433,000.00				
^	Viornes	Ψ0.00				
Total cost (on-line	year)		\$2,563,266.06	(base+avionics inflated)		
Capital charge/yr			\$0.00	(total cost/time period)		
Lease charge/yr						
depre	ciation	\$0.00		(wrksht 12)		
i	nterest	\$156,359.23		(wrksht 16)		
Tot lease charge/y	ſ		\$156,359.23	(dep+int)		
Lease/Purchase charge/yr						
	capital	\$256,326.61		(total cost/time period)		
	nterest	\$156,359.23		(wrksht 16)		
service charg	ge rate	0%		,		
service		\$0.00		(capital*rate)		
Tot lease /purchase	е -					
chrg/yr			\$412,685.84			
Cost free aircraft			\$0.00	(from above)		
			\$0.00	Purchase 1		

39) <<<< To line 12 >>>>	Deprecia	ation			
Analysis		GOGO	oco	Adjusted	
AIRCRAFT	BK-117	-		•	SRS-1
Based	SRS				Purchase
Time period - years		10			
Value of aircraft			no	Custom Depreciation	?
Purchase w/ avionics	ì	\$2,563,266.06	no	Equation?	
Sale w/ avionics	.	\$3,165,500.00		,	
Depreciation/yr			(\$60,223.		
	AIRCRAFT Based Time period - years Value of aircraft Purchase w/ avionics Sale w/ avionics	AIRCRAFT BK-117 Based SRS Time period - years Value of aircraft Purchase w/ avionics Sale w/ avionics	AIRCRAFT BK-117 Based SRS Time period - years 10 Value of aircraft Purchase w/ avionics \$2,563,266.06 Sale w/ avionics \$3,165,500.00	AIRCRAFT BK-117 Based SRS Time period - years 10 Value of aircraft no Purchase w/ avionics \$2,563,266.06 no Sale w/ avionics \$3,165,500.00	AIRCRAFT BK-117 Based SRS Time period - years 10 Value of aircraft no Custom Depreciation Purchase w/ avionics \$2,563,266.06 no Equation? Sale w/ avionics \$3,165,500.00

\$65,673.49	<<< To line 13c >>>>	Self-Insurance		**************************************	
	Analysis	GOGO	coco	Adjusted	version
	AIRCRAFT	BK-117			SRS-1
	Based	SRS		P	urchase
·	Value of aircraft	\$2,563,266.06			
	Number of seats	8			
	Insurance factors				
	hull	0.0225		(fm common data cht)	
	liability (base)	\$6,000.00		(fm common data cht)	
	liability (/seat)	\$250.00		(fm common data cht)	
	Tot cost hull		\$57,673.49	(value of aircraft*hull ins facto	or)
	Liability				
	base	\$6,000.00			
	Tot per seat adder	\$2,000.00		(liability ins*num of seats)	
	Tot cost liability		\$8,000.00	(base+seat adder)	
	Total self ins cost		\$65,673.49	(Tot hull ins+Tot liability ins)	

A-76 AIRCRAFT AND AVIATION COST COMPARISON

		WORK	SHEET	
\$73,370.06 <<<< To line 14 >>>>	Operations Overh			
Analysis	GOGO	coco	Adjusted	version
AIRCRAFT	BK-117			SRS-1
Based	SRS			Purchase
Admin (a)				
	GS-14			
Salary				
Time allotment %	50%			
Benefits %of salary				
Misc accounts \$/yr		667.004.44		(Salary*Time allotment %+
Tot (a)		\$57,284.11		Benefits %of salary+Misc)
Admin (b)	GS-11			
Salary				
Time allotment %	\$51,300.71 0%			
Benefits %of salary				(Salary*Time
Misc accounts \$/yr				allotment %+Benefits %
Tot (b)	45.50	\$0.00		of salary+Misc)
Admin (c)		\$0.00		or adial y vivilacy
	GS-11			
Salary	\$51,360.71			
Time allotment %	0%			
Benefits %of salary	32.45%			(Salary*Time
Misc accounts \$/yr	\$0.00			allotment %+Benefits %
Tot (c)		\$0.00		of salary+Misc)
Admin (d)				
Grade				
Salary	\$42,447.44			
Time allotment %	0%			
Benefits %of salary	32.45%			(Salary*Time
Misc accounts \$/yr	\$0.00			allotment %+Benefits %
Tot (d)		\$0.00		of salary+Misc)
Admin (e)				
Grade				
Salary	\$34,699.78			
Time allotment % Benefits %of salary	35% 32.45%			(0.1. ±=:
Misc accounts \$/yr				(Salary*Time
Tot (e)	\$0.00	\$16,085.95		allotment %+Benefits %
Tot personnel		\$10,000.90	\$72 270 OF	of salary+Misc) (sum personnel items)
rot personner			\$75,570.00	(sum personner terms)
Hanger rental	\$0.00			
Home base tie-down fee	\$0.00			
Office space	\$0.00			
Office supplies	\$0.00			
Utilities	\$ 0.00			
Phone	\$0.00			
Electricity	\$0.00			
Oil/Gas heat	\$0.00			
Water	\$0.00			
Building maintenance	\$0.00			
misc	\$0.00			
Tot non-personnel	•		\$0.00	
			\$73,370.06	Total ops ovrhd costs

	WONTO ILLI				
\$68,027.26 <<< To line 15 >>>>					
Analysis	GOGO	oco	Adjusted	version	
AIRCRAFT	BK-117			SRS-1	
Based	SRS			Purchase	
Admin (a)					
Grade	GS-11				
Salary	\$51,360.71				
Time allotment %	100%				
Benefits %of salary	32.45%				
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+		
Tot (a)	*	\$68,027,26	Benefits %of salary+Misc)		
Admin (b)		***************************************	,		
Grade	GS-9				
Salary	\$42,447.44				
Time allotment %	0%				
Benefits %of salary	32.45%				
Misc accounts \$/yr	\$0.00		(Salary*Time allotment %+		
Tot (b)	\$0.00	\$0.00	Benefits %of salary+Misc)		
		Ψ0.00	Deficition 7001 Salary (Wilse)		
Admin (c) Grade	CS 7				
1	\$34,699.78				
Salary	\$34,699.76 0%				
Time allotment %	32.45%				
Benefits %of salary			(Caland Time allatement 0/ :		
Misc accounts \$/yr	\$0.00	60.00	(Salary*Time allotment %+		
Tot (c)		\$0.00	Benefits %of salary+Misc)		
Tot personnel		\$68,027.26			
Office space	\$0.00				
Office supplies	\$0.00				
Utilities	•				
Phone	\$0.00				
Electricity	•				
Oil/Gas heat					
Water	\$0.00				
Building maintenance	\$0.00				
misc	\$0.00				
misc	\$0.00				
Tot non-personnel		\$0.00			
		\$68,027.26	Total admin overhead costs		

\$93,590.99	<<< To line 16 >>>>	Cost of Capital or Finance Expense	}	
1	Analysis	•	Adjusted	version
	AIRCRAFT	BK-117	•	SRS-1
	Based	SRS		Purchase
	Value of aircraft	\$2,563,266.06		
	Time period - years	10		
	Interest rate	6.100%		1
	Annual levelized finan cost		\$93,590.99	

\$1,176,994.00 <<<< To line 19	>>>> Total Contr	act Cost	······································	
Analysis	(sogo coco	Adjusted	version
AIRCRAFT	BK-117	•		SRS-1
Based	SRS			Purchase
Hours flown/yr		406		
Contract vari cost	PFH \$6	82.00		
Contract fixed cost	t PFH \$2,2	17.00		
	***	100.00	(
Total cost PFH	\$2,8	99.00	(vari+fixed)	
Total cost		\$1,176,994.00	(tot cost PFH*Hrs)	

\$0.00	<<< To line 20a >>>>	Daily Availability/Guarantee hours		
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	BK-117	•	SRS-1
1	Based	SRS		Purchase
	Number guar hrs/yr	0		
	Hourly guar rate	\$0.00		
	Tot cost of guarantee	\$0.00	(guar hrs/yr*hourly rate)	

\$0.00	<<< To line 20b >>>>	Additiona	Pilot and Crew Char	ges	
1	nalysis		GOGO COCO	Adjusted	version
1 .	NRCRAFT	BK-117			SRS-1
į E	Based	SRS			Purchase
H	lrs/yr for extra crew		0		
H	lourly rate		\$0.00		
1	ot cost extra crew		\$0	0.00 (hrs/yr*hourly r	ate)

\$0.00	<<< To line 20c >>>>	Additional Maintenance Supp	ort	
	Analysis	GOGO COCO	Adjusted	version
	AIRCRAFT	BK-117	·	SRS-1
1 '	Based	SRS		Purchase
	Hours/yr added maint	. 0		
	Hourly rate	\$28.43		
	Tot added maint cost	!	\$0.00 (hrs/yr*hourly rate)	

\$0.00	<<< To line 20d >>>>	Airframe /	Alterations/Equip	ment Ins	stallation	
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	BK-117	-			SRS-1
	Based	SRS				Purchase
,	Time period - yrs		10			ļ
	Airframe alts		\$0.00			1
	Equipment instal		\$0.00			
	tot alt/install cost			\$0.00	(airframe alts+equip instal	l)/yrs

\$0.00 <<< To line 20e	>>>> Equi	Equipment not Provided by Government				
Analysis AIRCRAFT	BK-1		Adjusted	version SRS-1		
Based Time period - yrs	SRS	10		Purchase		
	Item a Item b	\$0.00 \$0.00				
	Item c	\$0.00				
tot equipment cost			\$0.00 (item a+Item b+item	c)/yrs		

\$0.00	<<< To line 20f >>>>	Additiona	Ground Service S	Support		
	Analysis		gogo coco		Adjusted	version
	AIRCRAFT	BK-117	•		•	SRS-1
	Based	SRS				Purchase
	item a		\$0.00			
	item b		\$0.00			
	item o	:	\$0.00			
	tot grnd serv spprt cost			\$0.00	(item a+item b+item c)	

\$0.00	<<< To line 20g >>>>	Travel and	d per Diem			
1	alysis RCRAFT	BK-117	GOGO COCO		Adjusted	version SRS-1
, , , , , , , , , , , , , , , , , , , ,	sed	SRS				Purchase
1 -	hts from base/yr		0			
Per	diem rates		\$0.00			
mis	sc costs		\$0.00			
tot	trav&per diem costs			\$0.00	(#nights*per diem+misc)	

\$0.00	<<< To line 20h >>>>	Service E	quipment Mileage			
	Analysis		GOGO COCO		Adjusted	version
l	AIRCRAFT	BK-117				SRS-1
İ	Based	SRS				Purchase
•	Equipment costs (not hourly)					
	item a		\$0.00			
	item b		\$0.00			
	item c		\$0.00			
	tot eqpt costs			\$0.00	(item a+item b+item c)	

\$0.00	To line 20i >>>> A	Airport Fees	· · · · · · · · · · · · · · · · · · ·	***	
Analysis			ogolcoco	Adjusted	version
AIRCRA	· ·	3K-117			SRS-1
Based	_	SRS			Purchase
Legs flo	•		1600		
Airport f	ees (ave) \$/trip	\$	0.00		-
tot airpo	rt/yr		\$0.	00 (trips/yr*\$/trip)	

\$0.00	<<< To line 20j >>>>	Other Co	sts			
	Analysis AIRCRAFT Based Other costs	BK-117 SRS	GOGOCOCO		Adjusted	version SRS-1 Purchase
	item a item b item c)	\$0.00 \$0.00 \$0.00			
	tot other costs			\$0.00	(item a+item b+item c)	

\$31,994.03 <<<< To line 21 >>>>	Contract A	dministrative	Costs		
Analysis		GOGO COCO		Adjusted	version
AIRCRAFT	BK-117			,	SRS-1
Based	SRS				Purchase
Admin (a)					
Grade	GS-14				
Salary	\$86,4	499.22			
Time altotment %		0%			
Benefits %of salary	, ;	32.45%			
Misc accounts \$/yr		\$0.00		(Salary*Time allotment %+	
Tot (a)			\$0.00	Benefits %of salary+Misc)	
Admin (b)					
	GS-13				
Salary		198.65			
Time allotment %		33%			
Benefits %of salary		32.45%			
Misc accounts \$/yr		\$0.00		(Salary*Time allotment %+	
Tot (b)		;	31,994.03	Benefits %of salary+Misc)	
Admin (c)					
	GS-12				
Salary		555.50			
Time allotment %		0%			
Benefits %of salary		32.45%		(O.) *T' U. . O.	
Misc accounts \$/yr		\$0.00	60.00	(Salary*Time allotment %+	
Tot (c) Admin (d)			\$0.00	Benefits %of salary+Misc)	
Grade	CS-0				
Salary		147.44			
Time allotment %	Ψ+2,-	0%			
Benefits %of salary	4	32.45%			
Misc accounts \$/yr		\$0.00		(Salary*Time allotment %+	
Tot (d)		40.00	\$0.00	Benefits %of salary+Misc)	
Admin (e)			Ψ0.00	Deficition for Salary (19119c)	
Grade	GS-9				
Salary		147.44			
Time allotment %	¥ :,	0%			
Benefits %of salary	3	32.45%			
Misc accounts \$/yr		\$0.00		(Salary*Time allotment %+	
Tot (e)			\$0.00	Benefits %of salary+Misc)	
				,,	
		9	31,994.03	Total admin overhead costs	

	WORKSTILLT						
\$0.00 <<<< To line 22 >>>>	One Time Conversion Costs						
Analysis	gogo coco		Adjusted · version				
AIRCRAFT	BK-117		SRS-1				
Based	SRS		Purchase				
Time period - yrs	10						
Material costs \$/yr		\$0.00					
Grade	GS-13						
Time allocation %	0%						
Severance	\$73,198.65						
Moving	\$0.00						
Retraining	\$0.00						
Misc accounts \$/yr	\$0.00						
Tot (a)		\$0.00	(sever+move+retrain+misc)				
Grade	GS-12						
Time allocation %	0%						
Severance	\$61,555.50						
Moving	\$0.00						
Retraining	\$0.00						
Misc accounts \$/yr	\$0.00						
Tot (b)		\$0.00	(sever+move+retrain+misc)				
Grade	GS-9						
Time allocation %	0%						
Severance	\$42,447.44						
Moving	\$0.00						
Retraining	\$0.00						
Misc accounts \$/yr	\$0.00						
Tot (c)		\$0.00	(sever+move+retrain+misc)				
Other 1-time costs \$/yr		\$0.00					
Total conversion costs		\$0.00	(sum of above col)				
Annual allocation of conv	version costs	\$0.00	(Tot costs/yrs)				

\$0.00	<<< To line 23 >>>>	Gain on Disposal/	Transfer of Assets			
	Analysis		GOGO COCO		Adjusted	version
	AIRCRAFT	BK-117	•		·	SRS-1
1	Based	SRS				Purchase
	Time period - yrs		10			
	To be sold/trans		no			
	Value of aircraft		\$0.00			
	Unpaid balance		\$0.00			
	Equity in aircraft			\$0.00	(value-unpaid bal)	
	Cost of disposal			\$0.00		
	Tot gain			\$0.00	(equity - cost of dis	sposal)
	Gain per time period			\$0.00	(tot gain/yrs)	

\$5,617.59 <<<< To lir	ne 28 >>>> (Conversi	on Different	ial			
Analysis			GOGO CC	co	Adjusted		version
AIRCRAFT	E	3K-117	•		•		SRS-1
Based	5	SRS					Purchase
Time period -	years		10				
Crew cost PF	H		\$0.00				
Hours flown/y	r		406				
Tot cr	ew cost (vari)			\$0.00	(Crew cost P	FH*hours)	
Tote	crew cost (fix)			\$420,361.99	(line 9)	•	
	ersonnel cost			\$73,370.06			
• •	ersonnel cost			\$68,027.26	` ,		
Tot personnel					(\$561,759.31	()
New cap acqu	ıstn costs				•	2,563,266.06	(wksht 11)
	Α		\$0.00				
	В	\$5.	617.59				
	С	\$64.	081.65				
	D	\$5,	617.59				
						\$5,618	

		Non-Adjusted XO	(O Costs		
	AIRCRAFT Based	BK-117 SRS	version SRS-1 Purchase		v =
	Gov't cost	Contractor cost			
	1st yr	1st yr			
variable costs PFH	\$366	\$703			
fixed cost PFH	\$1,838	\$2,217			
total costs PFH	\$2,204	\$2,920			
Flight Hours per Ye	40	06		1	0 year analysis
	Costs per	Total	Difference		Life of Model
	flight hr	Costs	from GOGO	Life of Model	Average cost
	1st yr	1st yr	1st yr	Total costs	per flight hr
GOGO	\$2,204	\$894,927	\$0	\$9,844,262	\$2,425
COGO	\$2,583	\$1,048,749	\$153,822	\$12,447,722	\$3,066
GOCO	\$2,541	\$1,031,626	\$136,699	\$11,451,538	\$2,821
COCO	\$2,920	\$1,185,448	\$290,521	\$14,054,998	\$3,462

			Decision Line				
·		AIRCRAFT Based	BK-117 SRS	version SRS-1 Purchase	10	year analysis	
		Terminal	First Year	First Year Review Line (positive	Life of Model	Lite of Model Decision Line (positive value	
Initial Structure		Structure	Conversion Differential	value favors col 1 structure)	Conversion Differential	favors col 1 structure)	
GOGO COGO	to to	COCO	\$5,618 \$5,618	\$296,138 \$142,317	\$68,321 \$68,321	\$4,279,058 \$1,675,598	
GOCO 	to to	COCO	\$0 \$0	\$153,822 \$0	\$0 \$0	\$2,603,460 \$0	NA
GOGO COGO	to to	GOCO	\$5,618	\$142,317	\$68,321	\$1,675,598	
GOCO	ŧo	GOCO	\$69,699 \$0	\$52,577 \$0	\$827,547 \$0	(\$168,636) \$0	NA
COCO GOGO	to to	GOCO COGO	\$64,082 \$0	(\$89,740) \$153,822	\$759,226 \$0	(\$1,844,234) \$2,603,460	
coco coco	te to	COGO COGO	\$0 \$5,618	\$0 \$22,740	\$0	\$0	NA
coco	to	COGO	\$5,618	(\$131,081)	\$68,321 \$68,321	\$1,064,505 (\$1,538,955)	
coco cogo	to	GOGO	\$0 \$64,082	\$0 (\$89,740)	\$0 \$759.226	\$0 (\$1,844,234)	NA
GOCO COCO	to to	GOGO GOGO	\$5,618 \$69,699	(\$131,081) (\$220,822)	\$68,321 \$827,547	(\$1,538,955) (\$3,383,189)	